

# PURCHASE ORDER

VENDOR

## TEXAS A&M FOREST SERVICE PURCHASING DEPARTMENT

Order Date  
01/08/2026

Page 01

200 Technology Way, Suite 1120, College Station, TX 77845-3424; Phone 979-458-7380, FAX 979-458-7386

Purchase Order No.	(Include this number on all correspondence and packages)
P600194	

VENDOR GUARANTEES  
MERCHANDISE DELIVERED ON  
THIS ORDER WILL MEET OR  
EXCEED SPECIFICATIONS IN  
THE BID INVITATION.

VENDOR
12743335905 SIDMONS MARTIN EMERGENCY GROUP LLC 1362 E RICHEY RD HOUSTON, TX 77073-3505

ALL TERMS AND  
CONDITIONS SET  
FORTH IN OUR BID  
INVITATION BECOME  
A PART OF THIS  
ORDER.**INVOICE TO:**TEXAS A&M FOREST SERVICE  
FRP--CAPACITY BUILDING  
200 TECHNOLOGY WAY, SUITE 1162  
COLLEGE STATION TX 77845-3424**SHIP TO:**TEXAS A&M FOREST SERVICE  
FRP--CAPACITY BUILDING  
200 TECHNOLOGY WAY, SUITE 1162  
COLLEGE STATION TX 77845-3424ANY EXCEPTIONS TO PRICING OR DESCRIPTION CONTAINED HEREIN MUST BE APPROVED  
BY THE TEXAS A&M FOREST SERVICE PURCHASING DEPARTMENT PRIOR TO SHIPPING.PLEASE NOTE: IF YOUR INVOICE IS NOT ADDRESSED AS INSTRUCTED  
PAYMENT WILL BE DELAYED.

Item	Description	Quantity	UOM	Unit Price	Ext Price
	USER REF: 000000-CB				
1	552112025-BME TYPE 3 (Wildland Type M34) INTERNATIONAL HV509, SFA, 4 DOOR, 4X4 (193" WB) & LOOSE EQUIPMENT Delivery within 35-36 months of order date ** BELOW IS FOR TFS REFERENCE ** ARLINGTON FD (FCID1019)	1	EA	754,383.000	754,383.00
2	552112025-BME TYPE 3 (Wildland Type M34) INTERNATIONAL HV509, SFA, 4 DOOR, 4X4 (193" WB) & LOOSE EQUIPMENT Delivery within 35-36 months of order date ** BELOW IS FOR TFS REFERENCE ** BRYAN FD (FCID 424)	1	EA	754,383.000	754,383.00
3	552112025-BME TYPE 3 (Wildland Type M34) INTERNATIONAL HV509, SFA, 4 DOOR, 4X4 (193" WB) & LOOSE EQUIPMENT Delivery within 35-36 months of order date ** BELOW IS FOR TFS REFERENCE ** MONTGOMERY COUNTY ESD # 1 (FCID 1221)	1	EA	754,383.000	754,383.00
4	BUYBOARD 746-24 (FIRE) FEE PER VENDOR QUOTE# SMEG-0010840-2  ** BELOW IS FOR TFS REFERENCE ** ARLINGTON FD (FCID 1019)	1	EA	500.000	500.00
5	BUYBOARD 746-24 (FIRE) FEE PER VENDOR QUOTE# SMEG-0010840-2 93-0003  ** BELOW IS FOR TFS REFERENCE ** BRYAN FD (FCID 424)	1	EA	500.000	500.00
6	BUYBOARD 746-24 (FIRE) FEE	1	EA	500.000	500.00

RTL

Texas A&amp;M Forest Service cannot accept collect freight shipments.

FOB: DESTINATION FRT PREPAID AND ADD

Terms:

FAILURE TO DELIVER - If the vendor fails to deliver these supplies by the promised delivery date or a reasonable time thereafter, without giving acceptable reasons for delay, or if supplies are rejected for failure to meet specifications, the State reserves the right to purchase specified supplies elsewhere, and charge the increase in price and cost of handling, if any, to the vendor. No substitutions nor cancellations permitted without prior approval of Purchasing Department.

IN ACCORDANCE WITH YOUR BID, SUPPLIES/EQUIPMENT MUST BE PLACED IN THE  
DEPARTMENT RECEIVING ROOM BY

The State of Texas is exempt from all Federal Excise Taxes.

STATE AND CITY SALES TAX EXEMPTION CERTIFICATE: The undersigned claims an exemption from taxes under Texas Tax Code, Section 151.309 (4), for purchase of tangible personal property described in this numbered order, purchased from contractor and/or shipper listed above, as this property is being secured for the exclusive use of the State of Texas.

The Terms and Conditions of the State of Texas shall prevail.

THIS ORDER IS NOT VALID UNLESS SIGNED BY THE PURCHASING AGENT

PURCHASING AGENT FOR

TEXAS A&amp;M FOREST SERVICE

# PURCHASE ORDER

VENDOR

TEXAS A&M FOREST SERVICE  
PURCHASING DEPARTMENT

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Page 02

200 Technology Way, Suite 1120, College Station, TX 77845-3424; Phone 979-458-7380, FAX 979-458-7386

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A PART OF THIS  
ORDER.

## INVOICE TO:

TEXAS A&M FOREST SERVICE  
FRP--CAPACITY BUILDING  
200 TECHNOLOGY WAY, SUITE 1162  
COLLEGE STATION TX 77845-3424

## SHIP TO:

TEXAS A&M FOREST SERVICE  
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PLEASE NOTE: IF YOUR INVOICE IS NOT ADDRESSED AS INSTRUCTED  
PAYMENT WILL BE DELAYED.

Item	Description	Quantity	UOM	Unit Price	Ext Price
	PER VENDOR QUOTE# SMEG-0010840-2  ** BELOW IS FOR TFS REFERENCE ** MONTGOMERY COUNTY ESD # 1 (FCID1221)  ***** NET 30 *****  NOTE TO VENDOR: "SHIP TO" AND "INVOICE TO" ADDRESSES MAY DIFFER. FAILURE TO SUBMIT INVOICE TO PROPER ADDRESS MAY RESULT IN DELAYED PAYMENT.  EXEMPT PURCHASE - TEXAS A&M FOREST SERVICE PURCHASING PROCEDURES, SECTION 6 (EXEMPT PURCHASES).  GROUP PURCHASE - AS PER TAMUS REGULATION 25.99.02 SECTION 3 AND TAMUS PROCUREMENT CODE SECTION 15.  BY ACCEPTANCE OF THIS PURCHASE ORDER VENDOR AGREES TO ALL TERMS AND CONDITIONS (AS APPLICABLE) LISTED ON ATTACHED "TEXAS A&M FOREST SERVICE PURCHASE ORDER--ATTACHMENT A".  PRICING IS COMPLIANT WITH BUYBOARD 746-24 (FIRE) PER VENDOR QUOTE SMEG-0010840-2  AGENCY TERMS AND CONDITIONS SHALL APPLY, AND ARE INCLUDED WITH DOCUMENTATION.  VENDOR QUOTE: 0010840-2 VENDOR REF: SIDMONS MARTIN			TOTAL	2264,649.00

RTL

Texas A&M Forest Service cannot accept collect freight shipments.

FOB: DESTINATION FRT PREPAID AND ADD

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The Terms and Conditions of the State of Texas shall prevail.

THIS ORDER IS NOT VALID UNLESS SIGNED BY THE PURCHASING AGENT

PURCHASING AGENT FOR

TEXAS A&M FOREST SERVICE

Siddons Martin Emergency Group, LLC  
1506 Interstate 35 W  
Denton, TX 76207-2402  
GDN P115891  
TxDMV Dealer License No. A173067



November 21, 2025

Charles Cavanaugh  
TEXAS A&M FOREST SERVICE  
200 TECHNOLOGY WAY STE 1281  
COLLEGE STATION, TX 77845

Proposal For: 2025 TIFMAS Type 3's

Siddons-Martin Emergency Group, LLC is pleased to provide the following proposal to TEXAS A&M FOREST SERVICE. Unit will comply with all specifications attached and made a part of this proposal. Total price includes delivery FOB TEXAS A&M FOREST SERVICE and training on operation and use of the apparatus.

Description	Amount
<b>Qty. 3 - 552112025 - BME International Type 3</b>	
<b>(Unit Price - \$709,383.00)</b>	
Delivery within 35-36 months of order date	
QUOTE # - SMEG-0010840-2	
	Vehicle Price \$2,128,149.00
	Loose Equipment Budget \$135,000.00
	<b>552112025 - UNIT TOTAL \$2,263,149.00</b>
	 SUB TOTAL \$2,263,149.00
	BuyBoard 746-24 (FIRE) \$1,500.00
	<b>TOTAL \$2,264,649.00</b>

Price guaranteed until 2/1/2026

**Additional:** 'Due to global supply chain constraints, any delivery date contained herein is a good faith estimate as of the date of this order/contract, and merely an approximation based on current information. Delivery updates will be made available, and a final firm delivery date will be provided as soon as possible.  
Persistent Inflationary Environment Notification: If the Producer Price Index of Components for Manufacturing [www.bls.gov Series ID: WPUID6112] (the "PPI") has increased at a compounded annual growth rate greater than 5.0% from the date of acceptance of this proposal letter (the "Order Month") and 14 months prior to the anticipated Ready for Pickup Date (the "Evaluation Month"), then the proposal price may be increased by an amount equal to any increase exceeding 5.0% for the time period between the Order Month and the Evaluation Month. Siddons Martin and Pierce will provide documentation of such increase and the updated price for the customer's approval before proceeding with completion of the order along with an option to cancel the order.'

**Taxes:** Tax is not included in this proposal. In the event that the purchasing organization is not exempt from sales tax or any other applicable taxes and/or the proposed apparatus does not qualify for exempt status, it is the duty of the purchasing organization to pay any and all taxes due. Balance of sale price is due upon acceptance of the apparatus at the factory.

**Late Fee:** A late fee of .033% of the sale price will be charged per day for overdue payments beginning ten (10) days after the payment is due for the first 30 days. The late fee increases to .044% per day until the payment is received. In the event a prepayment is received after the due date, the discount will be reduced by the same percentages above increasing the cost of the apparatus.

**Cancellation:** In the event this proposal is accepted and a purchase order is issued then cancelled or terminated by Customer before completion, Siddons-Martin Emergency Group may charge a cancellation fee. The following charge schedule based on costs incurred may be applied:

- (A) 10% of the Purchase Price after order is accepted and entered by Manufacturer;
- (B) 20% of the Purchase Price after completion of the approval drawings;
- (C) 30% of the Purchase Price upon any material requisition.

The cancellation fee will increase accordingly as costs are incurred as the order progresses through engineering and into manufacturing. Siddons-Martin Emergency Group endeavors to mitigate any such costs through the sale of such product to another purchaser; however, the customer shall remain liable for the difference between the purchase price and, if applicable, the sale price obtained by Siddons-Martin Emergency Group upon sale of the product to another purchaser, plus any costs incurred by Siddons-Martin to conduct such sale.

**Acceptance:** In an effort to ensure the above stated terms and conditions are understood and adhered to, Siddons-Martin Emergency Group, LLC requires an authorized individual from the purchasing organization sign and date this proposal and include it with any purchase order. Upon signing of this proposal, the terms and conditions stated herein will be considered binding and accepted by the Customer. The terms and acceptance of this proposal will be governed by the laws of the state of Texas. No additional terms or conditions will be binding upon Siddons-Martin Emergency Group, LLC unless agreed to in writing and signed by a duly authorized officer of Siddons-Martin Emergency Group, LLC.

Sincerely,

**William Topf**

I, \_\_\_\_\_, the authorized representative of TEXAS A&M FOREST SERVICE, agree to purchase the proposed and agree to the terms of this proposal and the specifications attached hereto.

\_\_\_\_\_  
SEE PO  
Signature & Date

Siddons-Martin Emergency Group

1362 E. Richey Road, 77073

Houston, TX

Phone:

Email:



Texas A&M Forest Service

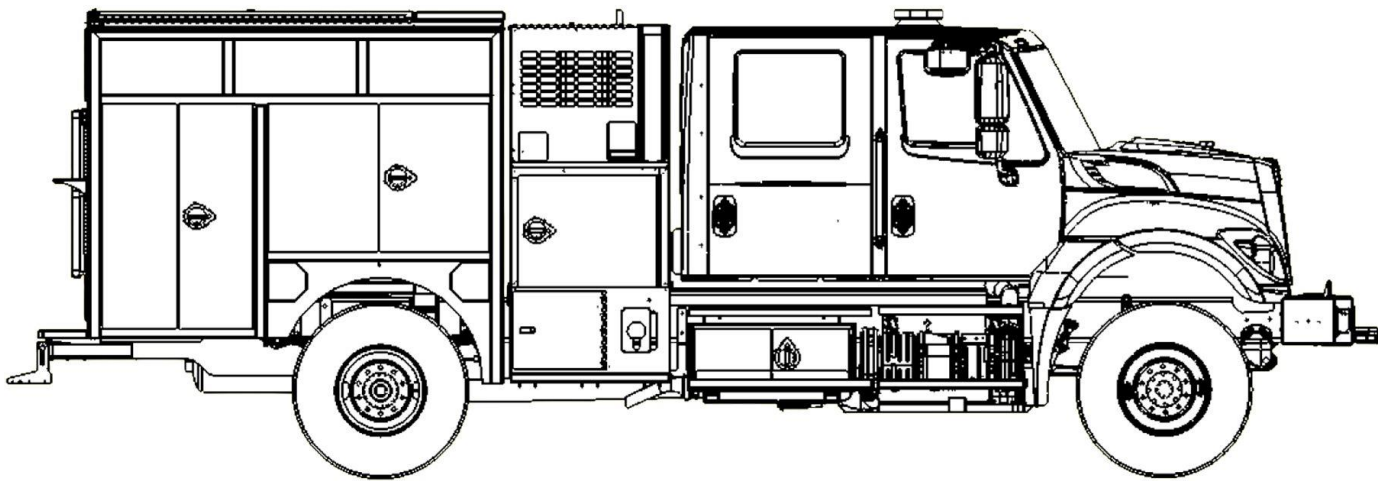
,

,

Phone:

Email:

## M34 "Summit" (1000 GPM)



*\*For illustrative purposes only\**

# SPECIFICATIONS

## CHASSIS

### CHASSIS SUPPLIER

BME shall provide the below listed chassis.

### CHASSIS

Chassis Make/Model: International HV509 SFA

Frame / Wheelbase: 120KSI heat-treated steel with full outer C-channel reinforcement, 193" wheelbase

Cab to Axle: 64.1"

Front Axle Rating: 12,000 lb (Meritor MX-12-120 EVO, front drive axle)

Rear Axle Rating: 26,000 lb (Meritor RS-26-185, 5.86 ratio)

GVWR: Not explicitly stated; estimated around 43,000–50,000 lb based on axle ratings and rear suspension (31,000 lb capacity)

Alternator: 320-amp pad mount

Batteries: (3) maintenance-free, 2,850 CCA total, with in-cab 300-amp battery disconnect

Fuel Tank: 70-gallon aluminum, LH mount under cab

\*Unless otherwise specified, the chassis shall come equipped with base level interior options including manual window and locks.

The cab doors shall include reflective trim installed inside each door.

### CHASSIS GENERAL SPECS

#### CHASSIS & FRAME MODIFICATIONS

##### AIR TANK RELOCATION

- The air tanks shall be relocated to the rear of the truck between the frame rails.

##### AIR, FUEL, ELECTRICAL LINE PROTECTION

- All air lines, fuel lines, and electrical harnesses below the frame rails shall be protected with fire-resistive protection.

##### FUEL TANK VENTING

- The OEM fuel-tank vent line shall be extended vertically to the bottom of the cab rear window, then bent 180 degrees toward the ground. A #60-drill-size vent orifice shall be installed at the top of each line. No rollover-protection check valves shall be removed. All modifications shall comply with CARB, CVC, and FMVSS requirements.
- Fuel-vent materials shall be copper, steel, or Aeroquip hose; all lines shall be loomed, grommited, and firmly clamped to prevent chafing. Synflex hoses shall be fire-wrapped for 250 °C protection, and heat shields or baffles shall protect tanks and lines from exhaust heat.

##### FRONT FRAME EXTENSION

- The front frame rails shall be extended 16 inches ahead of the cab grille or fender area.

##### EXHAUST

- The exhaust shall have a passenger side exit ahead of the rear wheel.

#### ENGINE & AIR INTAKE PROTECTION

##### AIR FILTER EMBER PROTECTION SCREEN AND WARNING LABEL

- The chassis air intake shall be fitted with an 18-mesh, 0.017-inch wire-diameter ember guard; maximum mesh opening shall be 0.039 inches. The screen shall be readily accessible and maintain a minimum ½-inch separation from the air filter.

##### EMBER SEPARATOR — FRESH AIR INTAKE TO CAB

- The cabin fresh-air intake shall be protected by an ember guard with a maximum mesh opening of 0.039 inches.

##### EMBER SEPARATOR

- The final-stage manufacturer shall install a stainless-steel ember separator in the fire-pump engine air-intake system.

### POWERTRAIN

The engine will be a Cummins L-9 720-1150 ft/lbs torque (dependent upon base chassis). Transmission shall be Allison Auto with PTO provisions, unless otherwise specified.

### DRIVETRAIN

The Chassis will come in a 4WD configuration.

### CAB SIZE

Chassis will be ordered in a crew cab configuration with 4 doors.

### DOOR MECHANICS

The chassis shall be ordered with manual locks and windows.

### CAB STEPS

Chassis will have OEM steps replaced with extruded razorback steps, an aggressive, extruded aluminum surface that shall be installed on each of the cab steps areas. The outside edges of the specified step shall be provided with 2" x 1.5" x .250" extruded and knurled aluminum rub rails.

### TIRES

6

Chassis shall be ordered with Michelin XDN2 tires.

### WHEELS

6

The truck will come equipped with polished aluminum wheels.

### DRIVER SIDE UNDERCAB BOX

Drivers Side Undercab Box shall be added. Specific configuration listed below.

#### **UNDERCAB COMPARTMENT**

The Driver's Side (Left) Undercab Compartment will be replaced with a diamond plate kick plate to cover the air tanks.

#### **PASSENGER UNDERCAB BOX**

Passenger Side Undercab Box shall be added. Specific configuration listed below.

#### **UNDERCAB COMPARTMENT**

The apparatus shall include an enclosed stainless-steel compartment located under the cab. The compartment shall measure approximately 36" wide × 18" high × 21" deep and shall feature hinged aluminum doors with D-ring latches. The doors shall be painted to match the job color.

#### **UNDERCAB COMPARTMENT**

The apparatus shall include a stainless-steel locking slide-out battery tray capable of holding three (3) batteries. The tray shall be wired to chassis power and shall also provide integrated storage space for two (2) wheel chocks. It shall be placed in the above location.

#### **BATTERY CHARGER**

A Kussmaul PLC 1000 battery conditioner will be installed.

#### **AUTO EJECT**

A standard style Kussmaul Auto Eject shall be supplied and installed.

#### **AUTO EJECT AMPERAGE**

#### **BATTERY CHARGER COVER**

The Kussmaul battery charger eject cover shall be colored yellow.

#### **CAMERAS**

If not provided by the OEM, A Rear-View Safety backup camera system (Part #RVS-770619) will be installed, with the camera mounted at the rear of the apparatus in a functional location. There shall be a 7" mirror monitor to replace the OEM rearview mirror.

#### **HEADLIGHTS**

The chassis shall be ordered with halogen headlights.



## **WINDOW TINT**

The cab windows shall remain as tinted/ordered by the OEM chassis manufacturer for UV resistance only, no aftermarket tinting shall be done.

## **AIR HORN**

An airhorn activation switch shall be installed on the floor of the chassis on the driver's side.

## **AIR HORN**

An airhorn activation switch shall be installed on the pump panel.

## **UNDERCAB PROTECTION**

The chassis will come equipped with a fuel tank skid plate for under cab protection.

## **UNDERCAB PROTECTION**

A debris skirt will be installed beneath the doors of the chassis, acting as a rubber barrier for debris.

## **MASTER BATTERY SWITCH**

A battery cutoff switch rated for 300 amps shall be provided in the cab, within easy reach of the driver, by the chassis manufacturer.

## **LICENSE PLATE MOUNTING AND LIGHT**

There shall be a license plate mount and light provided.

## **CHASSIS LABELS**

### **LABELS, STANDARD PACKAGE SET**

A standard set of labels shall be provided and installed on the inside of chassis cab area. The labels shall contain the required information based on the applicable components for the apparatus.

### **CAB SEATING AND WEIGHT ALLOWANCE**

- A warning label shall be installed in the cab to indicate seating positions for five (5) people. A weight allowance of 250 pounds shall be calculated for each person.

### **CHASSIS DATA PLAQUE**

A data plaque shall be provided and installed on the inside of the driver's door. The data plaque shall contain the required information based on the applicable components for the apparatus:

- Engine Oil
- Engine Coolant
- Chassis Transmission Fluid

- Drive axle lubricant
- Power steering fluid
- Pump, generator, or other component lubrications
- Other NFPA applicable fluid levels or data as required
- Paint manufacturer, type, and color number
- Tire Speed Ratings

Location shall be in the driver's compartment or on the driver's door.

#### PUMP DATA PLAQUE

A data plaque shall be provided and installed. The plaque shall contain the following information.

- Pump Make and Model
- GPM capacity rating
- Truck serial and production number
- Pump performance (specific GPMs at rated pressures with engine RPM)
- Governed engine RPM
- Pump gear ratio

#### WARNING LABEL -- NO RIDING ON REAR

- A warning label stating: "WARNING: DO NOT RIDE ON REAR STEP WHILE VEHICLE IS IN MOTION. DEATH OR SERIOUS INJURY MAY RESULT" shall be installed on the rear of the apparatus. The label shall be applied to the vehicle at the rear step area. The label shall warn personnel that riding in or on these areas, while the vehicle is in motion, is prohibited.

#### WARNING LABEL -- SEAT BELT USAGE

- A warning label, stating: "WARNING CRASH HAZARD OCCUPANTS MUST BE SEATED AND BELTED WHEN VEHICLE IS IN MOTION..." shall be provided in the apparatus cab interior. This label shall be located so that it is visible from all seating positions.

#### LOUD NOISE WARNING LABEL

- A final stage manufacturer shall install "hearing loss" potential warning labels on the vehicle in any areas or fixed equipment that produces excessive noise levels. (Exhaust outlet, sirens and air horns shall not be required for such equipment.) "Sirens produce loud sounds that may damage hearing. Roll up windows. Wear hearing protection."

#### AIR FILTER EMBER PROTECTION SCREEN WARNING LABEL

- A warning label, stating: "THIS VEHICLE HAS AN AIR INTAKE EMBER SCREEN WHICH REQUIRES PERIODIC INSPECTION & CLEANING" shall be provided and installed in the apparatus cab interior.

#### FRESH AIR EMBER SEPARATOR WARNING LABEL

- A warning label, stating: "THIS APPARATUS IS EQUIPPED WITH A CAB FRESH AIR INTAKE EMBER PROTECTION SCREEN. ROUTINE INSPECTION IS REQUIRED." shall be provided and installed in the apparatus cab interior.

WARNING LABEL -- DO NOT WEAR HELMET

- A warning label, stating: "CAUTION: DO NOT WEAR HELMET WHILE SEATED" shall be provided in the apparatus cab interior. This label shall be located so that it is visible from all seating positions.

CAB INTERIOR

SEATING BRAND

One or more seats upgraded to Seats Inc Seating as listed below:

SEATING, DRIVER

One (1) seat shall be provided in the driver position. Seat specifications are detailed below.

SEATING

The seat in the above section will be upgraded to an Seats Inc Legacy Seat with stationary suspension (UNLESS SPECIFIED BELOW).

AIR RIDE

The above seat shall be equipped with Air Ride.

SEATING, ARM REST

Arm rests shall be installed on both sides of the above H.O. Bostrom seat. They shall match the seat material and be capable of folding up and down. If selected configurations limit available space, only one arm rest shall be installed. No credit or refund shall be issued in such cases.

SEATING, PASSENGER

One (1) seat shall be provided in the front passenger position. Seat specifications are detailed below.

SEATING

The seat in the above section will be upgraded to an Seats Inc Legacy Seat with stationary suspension (UNLESS SPECIFIED BELOW).

AIR RIDE

The above seat shall be equipped with Air Ride.

SEATING, ARM REST

Arm rests shall be installed on both sides of the above H.O. Bostrom seat. They shall match the seat material and be capable of folding up and down. If selected configurations limit available space, only one arm rest shall be installed. No credit or refund shall be issued in such cases.

#### **SEATING, REAR**

The rear of the apparatus shall be equipped with seating. Seat specifications are detailed below.

#### **SEATING**

The seat in the above section will be upgraded to an Seats Inc Legacy Seat with stationary suspension (UNLESS SPECIFIED BELOW).

#### **AIR RIDE**

The above seat shall be equipped with Air Ride.

#### **SEATING, ARM REST**

Arm rests shall be installed on both sides of the above H.O. Bostrom seat. They shall match the seat material and be capable of folding up and down. If selected configurations limit available space, only one arm rest shall be installed. No credit or refund shall be issued in such cases.

#### **SEATING TRIM**

All H.O. Bostrom seat selections will be finished in Black Vinyl.

#### **FRONT CONSOLE**

The Front console will be International Option 2. BME P/N (AP-00-017855)

#### **REAR CONSOLE**

The Rear console will be International Option 3. AP-00-018699

#### **RADIOS**

The specified number of radio antennas will be installed on the cab roof. If three or more antennas are installed, they may impact available striping layout options.

#### **RADIOS**

There will be the specified number of radio pre-wires installed in the console. Radio brand and model need to be confirmed to ensure we have adequate power.

#### **RADIOS**

A ceiling box for radio mounting shall be installed inside the cab. The location shall be between the front seats and rear seats.

## **RADIOS**

The quantity of purchaser-supplied radios will be installed in the console. All radios must be new in the box. Radios will be shipped to BME prior to installation.

## **MAP LIGHT**

One (1) Havis Shields #C-MAP-T-LED 12" LED map light, 12 volt, with a gooseneck arm and an on-off switch located on the base of the light shall be installed on the dashboard.

# **PAINT AND GRAPHICS**

## **CAB PAINT**

OEM Single Color: The cab will be painted by the OEM chassis manufacturer. BME will not modify or add any cab paint.

## **PAINT CODE**

Nav 9319 White

## **BODY PAINT**

### **BODY PAINTING SPECIFICATIONS:**

- All exposed surfaces shall be prepared and painted using a multi-step process to ensure a blemish-free, protective coating for the base metal materials.
- All removable items, such as brackets and compartment doors, shall be removed and painted separately to ensure finish paint is applied behind them before reinstallation.
- Due to the modular design of the apparatus, the body shall be fully finish-painted prior to installation on the chassis.
- The body shall be sanded and cleaned, with any imperfections or defects in the metal corrected using premium body filler and then sanded smooth.
- An epoxy direct-to-metal primer shall be applied to all painted and coated surfaces to create a first-level seal and ensure secure adhesion between the base metal and subsequent paint layers.
- All body surfaces and components shall be primed, thoroughly sanded, and inspected for imperfections, which shall be properly corrected.
- All surfaces shall then receive a base coat of premium paint per the paint manufacturer's guidelines. The body shall be painted in a single color to match the cab's primary color and then buffed to a high-gloss finish.
- Touch-Up Paint: Touch-up paint shall be furnished with the completed truck at final delivery.

## BODY PAINT

Single Color Body Paint: BME will paint the apparatus body the specified single job color.

## PAINT CODE

Nav 9319 White

## BUMPER COLOR

Bumper will be painted the specified job color.

## PAINT/POWDERCOAT

Chassis Components will be powdercoated black in color.

## VALVE COLOR

All valves shall be painted with job color paint to provide corrosion resistance and preserve the original finish.

## STRIPING

Striping budget allowance: \$10,000. A questionnaire will be emailed to collect information. Amounts greater or less than budgeted amount will be reflected in a change order.

## CONSOLE PAINT

All surfaces of the console(s) finished with Rust-Oleum Multispec flecked paint in Black on Black.

## COMPARTMENT PAINT

The interior walls, floor, and ceiling surfaces of compartments finished with Rust-Oleum Multispec flecked paint in Gray Stone. The following areas are not considered compartments and will have bare metal finish: Drip Torch Compartments, Bumper Boxes, and Dunnage Boxes.

# BUMPERS

## BUMPERS

The chassis shall be equipped with an OEM bumper modified by BME. A 12" integral front frame extension shall be provided ahead of the grille. An aluminum diamond plate bumper extension shall be installed, measuring approximately 16" from the cab to the front face and approximately 8" in height. This platform shall provide mounting space for front-end components. Recessed hose storage compartments shall be installed on both the driver and passenger sides of the bumper. A center compartment shall be added, though may be made removed with certain bumper additions. Each compartment shall be constructed of smooth aluminum and include drain holes in the floor. A black nylon hold-down strap with buckle shall be

provided in each compartment, along with removable red Dri-Dek vinyl grating on the floor. The bumper shall include steel side wings and feature a 15-degree swept-back profile.

## **BUMPERS**

The bumper shall be a standard OEM Bumper with BME Modifications. KP-VP-000104

## **Front Run Plumbing**

Front Run Plumbing will be added to the Apparatus. Specifications detailed under "Plumbing" Section.

## **REAR BUMPER**

The rear bumper assembly shall be a custom-fabricated BME steel bumper. It shall include integrated tow eye provisions, a rear access step, license plate mounting, DOT-compliant lighting, and a black powder-coated finish.

## **REAR STEPS**

The rear step shall be constructed of aluminum diamondback grip strut, allowing for debris-free, self-cleaning performance using water. It shall be a full-width, three-piece design, with each section operating independently to accommodate body and chassis flex.

The step shall be a minimum of 8" deep and of the standoff type, maintaining a loaded rear departure angle of no less than 22 degrees. A drop-down section shall include locking positions for secure stowed or deployed use and shall incorporate a down-position stop to prevent movement during operation.

## **BUMPER BEZEL**

The center of the front bumper shall feature a bezel; the bezel shall trim out around the bumper mounted winch and have an BME logo. The BME logo shall have reflective material behind it.

## **FRONT AND REAR RECEIVERS**

### **FRONT RECEIVER**

- There shall be one bolted 2" receiver hitch on the front of the apparatus. The receiver shall be mounted off set as to prevent towing use.

### **REAR RECEIVER**

- There shall be one bolted 2" receiver hitch on the rear of the apparatus. The receiver shall be mounted off set as to prevent towing use.

## **REAR BUSTLE**

### **Rear Tow Eye**

- A single frame-mounted rear tow eye shall be provided. The tow eye shall be constructed from ¾" thick steel plate and formed to a 3" x 4" diameter opening. It shall be securely bolted between the rear frame rail

webs using a minimum of eight (8) SAE Grade 8 bolts with lock nuts—four (4) per side.

- The tow eye shall be reinforced with bracing and gussets to prevent damage to the frame, bumper, or apparatus body when towing from various angles. It shall be positioned below the rear bumper to ensure unobstructed access and maintain the required angle of departure. The bustle area surrounding the tow eye shall be painted to match the body color.

## **PUMP AND PLUMBING**

### **PLUMBING GENERAL SPECS**

#### **PUMP SHIFT – NO PUMP AND ROLL**

- The pump transmission shall be engaged by a guarded toggle switch which will lock in both the road and the pump mode to ensure that accidental pump engagement or disengagement is avoided.
- The main fire pump shift controls shall be mounted in the cab and identified as "PUMP SHIFT" and shall include a permanently inscribed pump shift instruction I.D. plate. The pump shift controls shall include indicating lights located on the in-cab and left pump panels that advise the operator that the pump shift has been completed, and it is O.K. to pump.
- The main pump shall be used for stationary pumping only. The main pump shall include a lock-out system that is interfaced with the apparatus electrical and parking brake systems and is designed to keep the main pump from being used in pump and roll operations.

#### **FIRE PUMP ANODE SYSTEM**

- The fire pump plumbing system shall be provided with an anode system to reduce corrosion within the piping. The anode shall be bolt-in or screw-in type and easily replaceable.

#### **ELECTRIC PRIMER SPECIFICATIONS**

- A 12-volt electrically driven positive displacement fire pump primer system shall be installed. The priming pump shall be constructed of heat-treated aluminum and hard coat anodized and shall not use oil in the operation. The system shall perform in compliance with applicable NFPA standards.

#### **FIRE PUMP TEST**

- The fire pump shall undergo factory fire pump tests for a minimum of 30 minutes of continuous pump at rated capacity at rated net pump pressure prior to delivery of the completed apparatus.
- The complete pump test shall include a pressure control test, a priming system test, a vacuum test, and a water tank to pump flow test. The factory pump testing results shall be furnished on delivery.

#### **FIRE PUMP PTO AND DRIVELINES**

- A "Hot Shift" power take-off shall be installed on the transmission PTO opening with the controls located in the chassis cab, with the following controls and indicators: [1. An amber indicator light labeled "PUMP ENGAGED" shall indicate pump shift has been successfully completed. 2. A green indicator light labeled "OK TO PUMP" shall indicate the chassis transmission is in the proper gear and the parking brake is engaged. 3. Pump shift and interlocks shall comply with applicable sections of NFPA standards. 4. The pump shift shall have an instruction label and nameplate to indicate proper pump shift instructions.]
- The drive shaft and universals shall be sized for intended usage and pump rating.

#### **INTAKE DUMP VALVE**



- An Elkhart Model #40/40 or Akron Model equivalent intake dump valve shall be provided and mounted on the suction side of the pump. The valve shall be preset from the factory at 125 PSI. The discharge piping of the dump valve shall be a minimum of 2-1/2" diameter and shall terminate with a 2-1/2" male NST adapter.
- The excess water shall be discharged to the ground.
- A label shall be provided indicating: "DUMP VALVE DISCHARGE, DO NOT CAP".

#### THERMAL PUMP COOLER

- The fire pump shall be equipped with an overheat protection device which monitors the temperature of the water inside the pump and relieves water when the temperature inside the pump exceeds 140 degrees Fahrenheit. It shall also have a warning light on the pump panel to provide additional protection in the event the temperature inside the pump continues to rise with the overheat protection valve open. The warning light and test button shall be mounted to a heavily polished casting that is mounted to the pump operator's panel.

#### MASTER PUMP DRAIN

- One (1) Trident multiple-port drain valve, fabricated from bronze, shall be provided and controlled at the pump operator's control panel. The valve shall be opened by turning a rotary handwheel. The valve shall be plumbed to drain both the discharge and intake sides of the pump, the relief valve, and other plumbing components as required.
- The valve shall be placed as low as possible to provide proper drainage of the components plumbed to it.
- The valve shall be rated at 600 PSI minimum and suitable for daily valve actuation.

#### MAIN PUMP PLUMBING

- The PTO main pump plumbing system shall utilize stainless steel piping incorporating hosing to allow for flex. The piping shall utilize TIG welding to provide a complete seal. Hard angles shall be avoided, when possible, to improve water flow characteristics. The piping shall utilize Victaulic couplers whenever possible to allow flex as the body module flexes.
- Threaded sections of piping shall be avoided to reduce the leak potential of the system. Victaulic couplers shall be used in place of threading to reduce leak potential. Schedule 10 stainless steel piping shall be used for transport-type piping. Schedule 40 stainless steel shall be used for areas requiring threading to provide a stable threading base. Brackets shall be installed to support threading locations, thereby reducing the potential for leaks.
- All hoses shall be connected directly to the tank due to the different flex ratios of the tank to body. Any front discharges, any rear discharges, and all crosslays shall use hose to reach the actual discharge. The use of hose shall be utilized due to the difference in flex or movement between the discharge location and the pump connection. Drain lines shall be provided at the lowest points in the plumbing system to allow for complete drainage. Bleeders shall be provided for all gauges to relieve pressure after use.

#### PUMP ENCLOSURE RUNNING BOARD

- Both the driver and passenger sides shall include side running boards, minimum 12" deep, extending from the front of the body module to behind the chassis cab. The boards shall feature a non-slip aggressive surface, supported by the pump enclosure framework, and secured with stainless steel fasteners.
- The outer edges shall include 2" x 1.5" x 0.250" extruded, knurled aluminum rub rails with white reflective striping.

#### PUMP ACCESS SERVICE DOOR – UPPER LEFT

- An upper left-side service access door shall be installed on the side-mount pump enclosure. The door

shall be equipped with push-button lever latches.

#### **PUMP PANELS**

- Pump panels shall be bolted to the pump enclosure using stainless steel fasteners.

#### **TEST TAPS**

- Test taps for pump intake and pump pressure with name plate labels shall be provided on the pump instrument panel.

### **WATER TANK**

#### **WATER TANK – 500 GALLON UPF POLY TANK**

- A 500-gallon rectangular booster tank shall be provided, constructed by United Plastic Fabricating (UPF) from 1/2" polypropylene. The tank shall include full-height 3/8" internal baffles raised 4" off the floor for improved water flow and surge control. All components shall be nitrogen-welded and fully tested. The tank shall be removable without cutting or modifying the apparatus body and shall carry a lifetime warranty.
- It shall include provisions for the main pump outlet, direct tank fill inlet, pump-to-tank churn valve inlet, back pump filler outlet, electronic water level sensor, and cleanouts for manual flushing. The tank shall be mounted to the chassis using a removable cradle per UPF guidelines and supported by a free-floating suspension system with 1/4" rubber isolators on subframe crossmembers spaced no more than 22" apart.

#### **CONSTRUCTION & SUPPORT**

- The tank body, top, floor, and baffles shall be constructed of polypropylene as specified by the manufacturer. Interlocking longitudinal and transverse partitions shall be welded to the tank walls and vented for unrestricted liquid and air movement. The top shall be a three-piece recessed cover, 3/8" below the side walls, secured with welded 2" polypropylene dowels for structural reinforcement during rapid filling. Drilled and tapped lifting eyes shall be included.
- All necessary threaded fittings shall be provided, including a 3" NPT tank-to-pump outlet and a 1.5" NPT fill coupling, both backed with internal flow deflectors. Shutoff valves shall be installed on both the fill and suction lines to allow removal without fluid loss.

#### **FILL TOWER & VENTING**

- The tank shall feature a combination vent and manual fill tower measuring at least 8" × 8", constructed of 1/2" polypropylene with a hinged cover and internal screen. A 4" ID Schedule 40 polypropylene vent/overflow pipe shall be installed inside the fill tower and routed to exit behind the rear wheels. An additional 3" PVC pipe shall serve as a combination air vent and overflow, discharging below the frame rails.

#### **SUMP & DRAIN**

- A centrally located sump, approximately one cubic foot in volume, shall be provided with a 3/4" thick bottom. The sump shall include a 3" or 4" NPT drain outlet with plug and a 1.5" drain valve positioned for access around the chassis crossmembers. A 1" NPT back pump filler outlet shall also be provided. If needed due to space constraints, the main suction outlet may be located in the sump to maximize water access for the pump.

## **CERTIFICATION**

- The tank manufacturer shall certify the total capacity prior to apparatus delivery, with documentation provided to the purchaser. All construction and installation methods shall comply with applicable NFPA standards.

## **PUMPS**

Pump, Water, Darley, Standard Assembly, PSP1500 3GR, Mechanical Seal, Engine or Opposite Engine Rotation, 6" NPTF Suction, 5" NPTF Discharge, Fluidless Primer.

## **PUMP RATING**

The pump shall be rated at 1000 GPM and equipped with all components required to meet this capacity in accordance with NFPA standards.

## **PRIMERS**

An electric primer shall be installed on the apparatus. The primer brand shall match the selected fire pump to ensure compatibility. The system shall include all required wiring, controls, and plumbing for full integration and reliable operation. This primer may be used to prime both the main pump and the auxiliary pump if applicable. The primer shall be electrically driven and of the positive displacement type. Primer shall comply with NFPA 1901.

## **DS INTAKE**

One (1) 6" ungated suction intake shall be installed on the driver's side pump panel. The intake shall have 6" NH male threads and include a removable screen. One (1) chrome-plated brass long-handle cap shall be provided.

## **DS INTAKE**

One (1) 2-1/2" gated suction intake shall be recessed mounted on the driver's side pump panel. The valve shall be a 2.5" quarter-turn swing-out valve with a direct-actuated TSC control handle and 2-1/2" NH female threads. Valve type shall match selected brand. A South Park 3/4" push-pull drain shall be mounted to the valve. The valve shall be rated to 500 PSI and suitable for pressure and vacuum service.

One (1) chrome-plated brass 2-1/2" NH rocker lug plug with securing chain or cable shall be installed.

## **PS INTAKE**

One (1) 6" ungated suction intake shall be installed on the passenger side pump panel. The intake shall have 6" NH male threads and include a removable screen. One (1) chrome-plated brass long-handle cap shall be provided.

## **PS INTAKE**

One (1) 2-1/2" gated suction intake shall be recessed mounted on the passenger side pump panel. The valve shall be a 2.5" quarter-turn swing-out valve with a direct-actuated TSC control handle and 2-1/2" NH female threads. Valve type shall match selected brand. A South Park 3/4" push-pull drain shall be mounted to the valve. The valve shall be rated to 500 PSI and suitable for pressure and vacuum service. One (1) chrome-plated brass 2-1/2" NH rocker lug plug with securing chain or cable shall be installed.

#### **DIRECT TANK FILL REAR**

A 2.5" NH direct tank fill valve shall be installed at the rear driver side, featuring a 1/4-turn lever handle, debris screen, 30° chrome elbow, and chrome rocker lug plug with retention chain. The valve shall be swing-out style, rated to 500 PSI, with dual seats for pressure/vacuum use and a direct-actuated local control. All components shall be accessible for service.

#### **DS PUMPHOUSE DISCHARGES**

Two (2) 2-1/2" discharges shall be installed on the driver's side pump panel—usually positioned one on top and one on bottom (final placement is up to BME discretion). Each discharge shall be equipped with a 2.5" quarter-turn swing-out valve with a direct-actuated TSC control handle and 2-1/2" NH male threads. Valve type shall match selected brand. A Class 1 3/4" quarter-turn drain and bleeder valve shall be installed on each discharge valve. Controls shall be clearly labeled.

All valves shall be rated to 500 PSI and suitable for pressure and vacuum service with dual seats. Valves and controls shall be easily accessible for service and maintenance.

Each discharge shall include one (1) chrome-plated brass 2-1/2" NH rocker lug cap with a securing chain or cable. The rearward discharge shall also include one (1) chrome-plated brass 30-degree elbow with 2.5" swivel female NH x 2.5" male NH rocker lug threads.

#### **PS PUMPHOUSE DISCHARGE**

One (1) 2-1/2" discharge shall be installed on the passenger side pump panel. The discharge shall be equipped with a 2.5" quarter-turn swing-out valve with a direct-actuated TSC control handle and 2-1/2" NH male threads. Valve type shall match selected brand.

A Class 1 3/4" quarter-turn drain and bleeder valve shall be installed on the discharge valve. Controls shall be clearly labeled.

The valve shall be rated to 500 PSI and suitable for pressure and vacuum service with dual seats. Valves and controls shall be easily accessible for service and maintenance.

One (1) chrome-plated brass 30-degree elbow with 2.5" swivel female NH x 2.5" male NH rocker lugs shall be installed. One (1) chrome-plated brass 2-1/2" NH rocker lug cap with a securing chain or cable shall also be provided.

#### **REAR LEFT DISCHARGE**

One (1) 2-1/2" discharge shall be installed on the rear left panel, controlled by a quarter-turn ball valve. The discharge shall have 2-1/2" NH male hose threads and a nameplate label adjacent to the valve control.

One (1) Akron 8820 series swing-out style valve shall be supplied and installed. All valves shall be rated for

operation up to 500 PSI and designed for both pressure and vacuum service with dual seats. Valves and controls shall be easily accessible for service, repair, or replacement.

The specified valve shall be operated from the pump panel using a push-pull control.

#### **REAR DISCHARGE ADAPTER**

The above rear discharge shall include 2-1/2" NH male hose threads, a nameplate label adjacent to the control handle, and a chrome-plated brass 30° elbow with 2-1/2" swivel female NH × 2-1/2" male NH rocker lug threads. A chrome brass 2-1/2" NH rocker lug cap with securing chain or cable shall be provided.

#### **REAR RIGHT DISCHARGE**

One (1) 2-1/2" discharge shall be installed on the rear right panel, controlled by a quarter-turn ball valve. The discharge shall have 2-1/2" NH male hose threads and a nameplate label adjacent to the valve control. One (1) Akron 8820 series swing-out style valve shall be supplied and installed. All valves shall be rated for operation up to 500 PSI and designed for both pressure and vacuum service with dual seats. Valves and controls shall be easily accessible for service, repair, or replacement.

The specified valve shall be operated from the pump panel using a push-pull control.

#### **REAR DISCHARGE ADAPTER**

The above rear discharge shall include 2-1/2" NH male hose threads, a nameplate label adjacent to the control handle, and a chrome-plated brass 30° elbow with 2-1/2" swivel female NH × 2-1/2" male NH rocker lug threads. A chrome brass 2-1/2" NH rocker lug cap with securing chain or cable shall be provided.

#### **PUMP ENCLOSURE**

##### **PUMP MODULE & ENCLOSURE**

The PTO fire pump shall be enclosed in a standalone pump module, separate from the body and mounted to the chassis frame rails. The module shall allow independent flexing from the body, chassis, and tank, and permit quick removal for service. Polypro mounting pads shall be used, and the support structure shall be constructed of steel tubing. The auxiliary pump and hose reel shall be mounted above the plumbing within the enclosure.

The pump enclosure shall measure approximately 27 inches front to rear, 72 inches side to side, and 60 inches high.

The pump panel area and the top of the right-hand pump house compartment shall be finished with a stainless-steel overlay. This overlay shall contour approximately 3 inches around the front and rear of the enclosure and extend down both outer sides to the bottom. An additional ALDP overlay, approximately 8 inches tall, shall be installed across the front of the module above the pump house.

Removable polished stainless-steel bezels shall be installed around all panel-mounted intake and discharge valves to allow ease of service.

##### **PUMP ENCLOSURE RUNNING BOARDS**

Side running boards shall be installed on both sides of the pump enclosure. Each running board shall be a

minimum of 12 inches deep and extend from the forward end of the body module to behind the cab. The exterior edge shall be constructed of an aggressive non-slip surface and supported by the pump enclosure framework. The running boards shall be bolted in place with stainless steel fasteners. The outside edges shall be trimmed with 2-inch by 1.5-inch by .250-inch extruded and knurled aluminum rub rails. White reflective striping shall be applied along the rub rails.

## **TANK TO PUMP**

A 3-inch water tank to pump supply line shall be installed using 3-inch piping and a full-flow quarter-turn ball valve. The line shall include a hump hose secured with stainless steel hose clamps and a 3-inch check valve to prevent pressurization of the water tank.

A 3-inch swing-out style valve shall be installed in-line. The valve shall be rated for operation up to 500 PSI and feature dual seats for service in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair, or replacement. The valve shall match the brand selected in "Apparatus Control."

The valve shall be equipped with a direct-acting TSC local control handle and an air-operated cylinder with control actuator installed on the pump panel.

## **PUMP TO TANK**

A pump to tank line shall be installed from the discharge side of the fire pumps to the top of the water tank. The plumbing shall be 2-inch and configured to allow flow from both the main and auxiliary pumps. A 2-inch quarter-turn full-flow ball valve shall be installed in-line and controlled at the left pump panel using a push/pull T-handle with mechanical linkage.

A 2-inch swing-out style valve shall be provided. The valve shall be rated for up to 500 PSI and feature dual seats for pressure and vacuum service. All valves and controls shall be readily accessible for service, repair, or replacement.

Both Valves shall follow the valve brand selection in "Apparatus Control."

## **PRESSURE GOVERNOR**

### **PRESSURE GOVERNOR & ENGINE MONITORING – FIRE RESEARCH PUMPBOS PBA501**

- A Fire Research PumpBoss PBA501 pressure governor and monitoring display shall be installed. The system shall include a waterproof control module, intake and discharge pressure sensors, and interface cables. Inputs and outputs shall communicate via the J1939 databus.
- The unit shall display:
  - Engine RPM (4-digit LED)
  - Oil pressure, coolant temp, transmission temp, and battery voltage (dual-color bar graphs)
  - Pressure/RPM setting (dot matrix display)
  - Check engine / stop engine / throttle ready / pressure-RPM mode LEDs
- The dot matrix display shall show real-time warnings, diagnostics, stored data, and program options. LED brightness shall auto-adjust for day/night use. Pump and engine hours shall be stored and viewable via push-button. Audible and visual alarms shall indicate:
  - High/low battery voltage (running/off)

- High transmission temp
- Low engine oil pressure
- High coolant temp
- No engine response
- Out of water (visual only)
- The governor shall support pressure and RPM control modes, starting in pressure mode at engine idle. RPM mode shall maintain set speed unless discharge pressure rises, at which point it shall limit pressure increase to 30 PSI. The system shall include a “throttle ready” interlock indicator and an idle return button.
- The unit shall be programmed for compatibility with Cummins engines.

## **BACKPACK FILL SYSTEM**

There shall be one (1) backpack fill system provided and installed on the lower area of the pump panel. The valve plumbing shall be 3/4" I.D. hose.

## **AIR OUTLET**

An air outlet shall be added to the pump panel and connected to the chassis main air tanks.

## **AUXILIARY PUMP GENERAL SPECS**

### **AUXILIARY FIRE PUMP SYSTEM**

- The auxiliary fire pump system shall be a fully integrated, chassis-connected system designed for wildland and interface operations. It shall include stainless steel plumbing, a dedicated fuel supply, electrical starting components, and appropriate control interfaces for safe and efficient operation.

### **PLUMBING SYSTEM**

- The auxiliary pump shall be plumbed using stainless steel piping with flexible hose connections to accommodate chassis and body movement. All piping shall be TIG welded for complete sealing. Hard angles shall be avoided to optimize water flow.
- Victaulic couplers shall be used wherever possible to allow flexing and reduce the potential for leaks. Threaded pipe connections shall be avoided unless required; when necessary, Schedule 40 stainless steel with bracket support shall be provided to maintain integrity. Transport piping shall utilize Schedule 10 stainless steel.
- All hoses shall be connected directly to the tank to account for the differing flex ratios between tank and body. Front discharges, rear discharges, and all crosslays shall use hose from the pump to discharge point to accommodate body movement.
- The auxiliary pump shall be plumbed to discharge through the main pump plumbing, (IF APPLICABLE)

### **EXHAUST SYSTEM**

- The auxiliary pump engine shall include a muffler and exhaust pipe routed out of the body compartment and away from the pump operator. A spark arrestor shall be installed on the exhaust outlet. Any exposed portions of the exhaust system shall be protected with a touch guard to prevent accidental contact.

### **FUEL SYSTEM**

- The auxiliary fire pump shall draw fuel from the chassis fuel tank using a dedicated pickup tube. A 12V electric fuel pump with regulator and appropriate fuel hosing shall supply fuel to the auxiliary engine. A

manual fuel re-prime pump shall be provided for improved reliability.

#### **ELECTRICAL SYSTEM**

- Properly sized 12-volt positive and negative cables shall be provided from the chassis batteries to the auxiliary pump. A 12-volt electric starter shall be used and wired into the chassis battery system.

#### **ACCESSORIES**

- An oil drain extension shall be provided to allow engine oil to be drained without removing the auxiliary pump.
- The engine shall feature pressure-fed lubrication with a spin-on oil filter.
- An air cleaner with a removable element shall be included. An ember screen shall be installed at the air intake.

#### **PUMP CONTROLS**

- The auxiliary pump shall be controlled using a pump controller, as selected in the configuration options. A pump control panel shall be installed at the designated operator station.

#### **PRIMER SYSTEM**

- A single primer shall be used for both the main and auxiliary pumps. Unless otherwise selected, the system shall consist of a 12V electrically driven, oil-less, positive displacement primer constructed of heat-treated, hard-anodized aluminum. The primer shall meet all applicable NFPA standards.
- Primer controls shall be push-button type and shall be installed on both the cab and auxiliary pump control panels.

#### **SAFETY SHUTDOWN FEATURES**

- A low-pressure shutdown switch shall automatically shut off the auxiliary pump if system pressure drops below 20 PSI.
- Automatic shutdown switches shall stop the pump in the event of low oil pressure or high engine temperature.
- A manual override switch shall be provided on the operator's control panel to bypass automatic shutdowns when necessary.

#### **PUMP COOLER**

- A 1/4" cooling line shall be installed from the discharge side of the main pump to the water tank. This recirculation line shall maintain proper engine and pump temperatures during extended operation. A check valve shall be installed to allow vacuum pumping. The system shall be controlled via a labeled "Pump Cooler" valve on the pump control panel.

#### **AUXILIARY PUMP COVER**

- A louvered hinged cover with suitable latches shall be provided over the pump and power unit assembly. The area around the assembly shall remain open for maintenance and air circulation and the radiator shall be located behind ventilated side sheet.

### **AUXILIARY PUMPS**

A Darley 1.5 AGE Diesel Driven Pump will be installed with the following: Kubota D-902 Engine w/ 24 HP motor. 2.33 gear ratio pump, spark arrestor and electric primer. There will be a 2" Suction and a 2" Discharge on the Volute. BME will clock the volute as needed.



## **PUMP CONTROL PANEL**

The pump control panel shall be a Darley DigiTrol™ Dual system with dual-engine control, electronic throttle, and integrated system monitoring.

## **CROSSLAY**

Two (2) pre-connected 1-1/2" hose crosslays shall be installed over the pump enclosure. Each outlet shall be equipped with a 1-1/2" NPT female Chicksan swivel x 1-1/2" male NH hose threads. The hose bed decking shall be constructed with removable slatted material. Each bed shall be approximately 8" wide, 14" deep, and 72" right-to-left over the pump enclosure area.

The hose beds shall provide a minimum capacity of 200 feet of 1-3/4" diameter double-jacket hose (not included unless requested), with nozzle supplied by the fire department.

## **FRONT RUN PLUMBING**

The Apparatus shall have front run plumbing installed. Features shall include a 2" isolation valve and left and right 1 1/2" elbow swivels.

## **FRONT RUN, ISOLATION VALVE**

One (1) 2" inline isolation valve shall be installed in the front bumper discharge piping to allow shutoff in the event of hose or piping failure. The valve shall normally remain in the open position and shall be labeled accordingly.

Control shall be via a red-painted R1-style handle located at the valve. The valve shall be rated for 500 PSI and compatible with both pressure and vacuum operation. It shall include a direct-actuated local control and be easily accessible for service or replacement.

The valve shall match the selected valve brand used throughout the apparatus.

## **FRONT RUN BUMPER DISCHARGES**

Two (2) 1-1/2" discharges shall be provided—one on the driver side and one on the passenger side of the front bumper extension. Each shall be plumbed using 2" high-pressure flexible hose with reusable fittings or welded stainless steel pipe.

Each discharge shall be equipped with a 2" quarter-turn valve matching the selected valve brand. A 90-degree full-swivel elbow shall be installed at the outlet, terminating in 1-1/2" NST male threads to allow multidirectional hose deployment without kinking.

Valves shall be rated to 500 PSI, operable in both pressure and vacuum conditions, and include direct-actuated local controls. All components shall be easily accessible for service or replacement.

Discharges shall be labeled per department or build-specific requirements.

## **FOAM SYSTEM**

A Foam System will be provided. The following discharges will be foam capable: Rear Discharge(s) / Hose Reel(s) (MAX 2) / Crosslay / DS/PS Discharges (if applicable) & Front Run Discharges. (if applicable). The

foam system shall have a pump operator's panel-mounted digital control module that shall provide a constant readout of GPM of water, foam solution, concentrate rate and totals.

## **FOAM TANK SIZE**

### **TANK SIZE AND MATERIAL**

- A 20-gallon Class A foam tank shall be provided, manufactured by United Plastic Fabricating (UPF) and backed by a lifetime warranty. The tank shall be mounted on a removable sub-structure with a positive tie-down system, allowing removal without damage or fluid loss.
- The tank shall be constructed of polypropylene and include a pressure/vacuum vented cap, low-level shutoff float switch, visual sight gauge, and a cleanable brass or stainless steel strainer installed in the foam supply line. A brass or stainless steel drain valve shall be located at the tank's lowest point.

### **PLUMBING & REMOVAL**

- Two (2) quarter-turn shutoff valves shall be installed on the pump supply and fill lines to isolate the tank for removal. Electrical and fluid connections for the float switch, fill, and supply lines shall be positioned adjacent to the tank to facilitate serviceability.

### **FILL & VENTING PROVISIONS**

- The fill opening shall be equipped with a threaded, air-tight cap and removable screen. The fill pipe shall be sized to hold at least 2% of total tank volume and accept a five-gallon container without spillage. The pressure/vacuum vent shall prevent foam escape, restrict air entry to thermal expansion and operation only, and prevent damage during fill and withdrawal.

### **MARKING & DRAINING**

- A permanent label reading "CLASS A – FOAM TANK FILL" shall be installed at the fill point, along with an additional label indicating the type of foam the system is designed to use. Warnings shall clearly state "DO NOT MIX BRANDS AND TYPES OF FOAM." A 3/4" drain connection with piping and a gate valve shall be provided.

## **FOAM SYSTEM**

A FoamPro 1600 Series electronic Class A foam system shall be installed, providing accurate proportioning from 0.1% to 1.0% across a wide range of flows and pressures. The system shall use a brass paddlewheel flowmeter and microprocessor-controlled 12V electric plunger pump (0.1–1.7 GPM at 200 PSI, max 400 PSI). Total current draw shall not exceed 30 amps.

Control shall be via a panel-mounted module allowing on/off, rate selection, and monitoring. A low foam warning light shall activate as levels drop; if not refilled in 2 minutes, the pump shall auto-shut down. Manual override is not required.

Plumbing shall include a foam injection check valve (5 PSI), a full-flow mainline check valve, and a 2" NPT/Victaulic tee for the flowmeter. All wiring, harnesses, and controls shall be included. The system shall be calibrated, tested, and certified per NFPA and SAE standards.

A system diagram label and FoamPro rating label shall be installed at the pump panel. A one (1) year manufacturer's warranty and operation manual shall be provided.

### **FOAM SYSTEM**

A dedicated foam upload pump and plumbing system will be supplied and installed, featuring inlet/outlet valves, quick-connect fittings, and a hose to facilitate transferring foam concentrate to onboard foam cells. Control will be integrated into the pump panel for single operator use.

### **HOSE REEL LOCATION**

A hose reel shall be installed on the driver's side (DS) of the apparatus, mounted on the pumphouse. The hose reel shall be fully plumbed and electrically actuated via a push-button control.

### **HOSE REEL LOCATION**

The existing rear compartment shall be removed and replaced with a hose reel assembly. The hose reel shall be installed within a purpose-built enclosure designed specifically to house and protect the reel. The hose reel shall be fully plumbed and electrically actuated via a push-button control.

### **HOSE REEL PAINT**

The hose reel shall be aluminum material and have a polished finish.

### **HOSE REEL REWIND BUTTON LOCATION**

Hose reel motors shall be controlled with two (2) Cole Hersee brand (or equivalent), Model #M-612 momentary push button switches, located directly adjacent to the hose reel, one (1) on each side of the apparatus body.

### **HOSE REEL BUTTON**

A push-button hose reel rewind button shall be added to the apparatus at the pump panel location. Activation of this button shall activate the electric hose rewind function.

### **HOSE REEL THREAD TYPE**

The Hose Reel will have NPSH Hose Reel Threads.

## **APPARATUS CONTROLS AND ACCESSORIES**

### **VALVES**

All Valves will be Akron brand with the exception of the monitor valve because it is ordered as a kit. Valves will be painted job color.

## VALVE CONTROL

Thuemling mechanical push-pull valve controls shall be provided for 2.5" and larger valves.

## TANK TO PUMP

One (1) Akron 8840 4-inch electric tank-to-pump valve shall be provided. Includes switch and wiring for remote actuation.

## MASTER PRESSURE GAUGE

### MASTER PUMP PRESSURE GAUGE CLUSTER - INTAKE AND DISCHARGE

A dual-gauge cluster shall be provided on the operator's panel, containing one (1) master intake pressure gauge and one (1) master discharge pressure gauge, housed in a polished chrome bezel mount with integrated backlighting.

Master Intake Gauge:

- Thuemling Brand
- Dual-scale 30 inHg vacuum to 0 to 600 PSI pressure
- 4.5" diameter, white face with black lettering and gauge marks
- Chrome bezel
- Silicone liquid-filled for dampening and condensation resistance
- Accuracy:  $\pm 3\%$  or 1 inHg (vacuum side),  $\pm 5\%$  or 15 PSI (pressure side)
- Operating range:  $-40^{\circ}\text{F}$  to  $+150^{\circ}\text{F}$
- Zytel nylon housing with 1/4" NPT brass rear fitting
- Equipped with a twist-style drain at the inlet to prevent freezing
- Internal 12V backlighting using a replaceable LED in a water-resistant holder

Master Discharge Gauge:

- Thuemling Brand
- 0–600 PSI range
- 4.5" diameter, white face with black lettering and gauge marks
- Chrome bezel
- Silicone liquid-filled for dampening and condensation resistance
- Accuracy:  $\pm 5\%$  or 15 PSI
- Operating range:  $-40^{\circ}\text{F}$  to  $+150^{\circ}\text{F}$
- Zytel nylon housing with 1/4" NPT brass rear fitting
- Internal 12V backlighting using a replaceable LED in a water-resistant holder

## GAUGES

The pump panel shall be equipped with a Thuemling gauge cluster, featuring two 0–600 PSI gauges for monitoring intake and discharge. Each gauge shall include white backlighting for visibility.

## WATER LEVELS

The pump panel shall be equipped with an FRC Tankvision water level display.

## **FOAM LEVELS**

The pump panel shall be equipped with an FRC Foamvision Foam Level Display. If the apparatus is also equipped with crosslay controls, this will be removed.

## **LABEL MATERIAL**

All Labels installed on the apparatus shall be Lexan material.

## **LABEL COLORS**

Labels shall be NFPA Standard Colors

## **12-VOLT**

### **12 VOLT ELECTRICAL SYSTEM**

- The low-voltage electrical system shall comply with NFPA 1906, current SAE standards, and Federal DOT regulations. It shall include all panels, relays, switches, wiring harnesses, and related components necessary for proper operation and serviceability.

### **WIRING & PROTECTION**

- All wiring shall be stranded copper or copper alloy and rated to carry 125% of the circuit's protected load. Voltage drop shall not exceed 10% from power source to device. Wiring shall meet SAE J-1128 GXL specifications and be loomed with material rated to 290°F. Exposed wiring shall be loomed, supported, and routed with protection at all pass-throughs using grommets or bushings.
- Circuit protection shall be provided by automatic reset breakers conforming to SAE standards. Each conductor shall be color-coded or permanently marked with circuit function codes every 6" and clearly identified on the wiring schematic.

### **CONNECTIONS & ENCLOSURES**

- Deutsch-style quick connectors or terminal panels shall be used between the cab and body to allow for body removal without disrupting the system. All connections shall be sealed using heat-shrink crimp tubing. Weather-resistant connectors and junction boxes shall be used throughout, located away from direct water spray and environmental exposure.
- No exposed terminals or wiring shall be permitted in compartments unless protected within a junction box or behind a removable electrical panel. All electrical components shall be rated for 125% of expected current and protected from moisture, heat, and impact.

### **INSTALLATION PRACTICES**

- All electrical wiring shall be loomed or harnessed. Terminal plugs and exposed connections shall be sealed and treated with corrosion-resistant compound. Fender washers and silicone caulking shall be used for roof penetrations. Moisture-trapping orientations shall be avoided during mounting. Service loops shall be included behind mounted appliances for ease of inspection and maintenance.

## WIRING HARNESS DESIGN

- The system shall use separate wiring harnesses for major functions, each connected with Deutsch-style connectors and protected by automatic reset circuit breakers.

## TESTING & CERTIFICATION

- The completed apparatus shall undergo full electrical testing. Test results, certifications, and documentation shall be provided upon delivery in accordance with NFPA 1906 requirements.

# BODY

## BODY SPECS COMMON

### BODY FRAMEWORK

The body framework shall be a fully welded steel tube structure providing strength, rigidity, and long service life. Internal uprights support the top layer, while external uprights form the compartment exoskeleton and define compartment openings. Foundation cross-members (3" × 2" × .250" tubing) shall run perpendicular to the chassis frame rails, with 3" square × .250" longitudinal members connecting them the full body length. Tank supports shall follow the tank manufacturer's recommendations using 3" × 2" × .250" tubing and 4" × 4" × .250" angles for lateral protection. Top layer supports shall be 2" square × .250" tubing with 3" × 2" × .125" connecting members between uprights for rigidity. Gussets of 2" × 3" × .250" plate shall reinforce all foundation intersections. high-stress joints.

### BODY MATERIAL

All materials shall be of appropriate type, alloy, and thickness to ensure strength, corrosion resistance, and durability under firefighting service. Body compartments shall be fabricated from 14-gauge electrogalvanized steel unless otherwise specified. Proprietary materials or components shall not be used to ensure ease of service and repair. External upright supports shall consist of 3" × 2" × .250" steel tubing located outboard of internal supports to form a rigid compartment framework. Compartment openings shall be defined by 3" × 2" × .125" cross members installed between uprights to provide strength and secure mounting surfaces.

## BODY STYLE

The apparatus body shall be built in the Cal Fire style. This configuration shall include standard height hosebeds, suction hose compartments at the top of the body on both sides, and a rear ladder storage compartment on the passenger side. The rear center compartment shall feature double doors with an interior shelf installed.

## SCBA

- The rear SCBA cylinder compartments shall be enlarged to accommodate a complete SCBA pack rather than just a cylinder. Only the rear compartments on each side (D2 and P2) will be modified for this purpose.

- As a result of the increased SCBA compartment size, the D2 and P2 body compartments shall be reduced in width and converted from double doors to a single large door on each side.
- Each SCBA compartment shall include a stainless-steel door and frame assembly, finished in standard aluminum unless specified in the Black Out Package. A secure mounting system and a 1-inch nylon tether shall be provided in each compartment to retain the SCBA pack during transit.

## **SCBA DOOR TYPE**

**2**

SCBA doors shall be BME Manufactured.

## **SCBA DOOR PAINT**

SCBA Doors shall be painted job color.

## **LADDER BOX DELETE**

There shall be no ladder box installed on the apparatus.

## **D1 COMPARTMENT**

**2**

One compartment shall be provided on the driver's side of the apparatus body, forward of the rear wheels in the D1 location. Approximate "clear door opening" compartment dimensions: 51" wide x 39" high.

## **SHELVES**

**2**

The specified quantity of adjustable shelves will be installed in the designated compartment

## **D2 COMPARTMENT**

**2**

One (1) compartment shall be provided on the driver's side of the apparatus body, aft of the rear wheels in the D2 location. The approximate clear door opening shall be 34" wide x 58" high

## **SHELVES**

**2**

The specified quantity of adjustable shelves will be installed in the designated compartment

## **SLIDE TRAY**

A slide tray will be installed in the specified compartment. Slide trays shall be mounted on built in Unistrut brackets. Final placement of slide tray if not specified by the customer is up to BME discretion.

## **P1 COMPARTMENT**

**1**

One (1) compartment shall be provided on the passenger's side of the apparatus body, forward of the rear wheels in the P1 location. The approximate clear door opening shall be 51" wide x 39" high.

## **SHELVES**

**1**

The specified quantity of adjustable shelves will be installed in the designated compartment

## **P2 COMPARTMENT**

**2**

One (1) compartment shall be provided on the passenger's side of the apparatus body, aft of the rear wheels in the P2 location. The approximate clear door opening shall be 34" wide × 58" high.

## **SHELVES**

**2**

The specified quantity of adjustable shelves will be installed in the designated compartment

## **B1 COMPARTMENT**

**1**

One compartment shall be provided on the rear of the apparatus body, centered between the wheels. Approximate "clear door opening" compartment dimensions: 30"W x 34"H x 26"D.

## **SHELVES**

**1**

The specified quantity of adjustable shelves will be installed in the designated compartment

## **TOOLBOARDS**

The compartment shall come equipped with a BME Fabricated Tool board.

## **COMPARTMENT LIGHTING**

All compartments shall be equipped with Code 3 800 Series compartment lighting, providing sufficient illumination of compartment contents. The lights shall be mounted in the sides of each compartment, and each compartment will receive Qty two (2) lights.

## **DRI-DEK**

All body compartments (D1-D3, P1-P3) will be fitted with BLACK Dri-Dek matting on the floor surface. Matting will be cut to fit each compartment and installed prior to delivery.

## **SLAM DOORS**

### **COMPARTMENT DOORS – HINGED**

All compartment doors shall be fully enclosed, double-panel construction with covered access to the compartment latch. Outer door panels shall be fabricated from 12-gauge stainless or zinc-coated steel. Inner panels shall be 14-gauge stainless or zinc-coated steel, or a minimum ⅛" orbital-sanded removable aluminum panel fastened to the inner door frame with Phillips or Torx stainless steel countersunk machine screws. Screws shall thread into flush-fitting steel nut zerts evenly spaced on the inner frame.

Doors shall be flush-mounted with heavy-duty polished stainless steel continuous hinges, minimum ¼" pins, and 1" joint length. Hinges shall be attached to the doors and jambs with stainless steel fasteners. A hat section reinforcement shall be installed between panels on all large compartment doors to ensure doors remain flat. Doors shall be designed to prevent binding during opening or closing under off-road



stress.

Door seals shall be automotive closed-cell type, providing water- and dust-tight protection. Each door shall include heavy-duty gas shocks with metal pivot points to hold it open, and rubber bumpers shall be installed wherever a door may contact another door or surface.

#### DOOR LATCHES

Compartment doors shall be equipped with lockable, keyed-alike, flush-mounted stainless steel round cup-style latches with retractable "D" ring handles. Latches shall be Eberhard #9000-SSPL series with 206 slam lock, secured with stainless steel screws and lock nuts. Double doors may use concealed rotary latches on the secondary door, actuated by a recessed stainless steel paddle handle. Secondary latch design shall be determined at the preconstruction meeting. All latch mechanisms shall operate by handle rotation in either direction and include removable interior covers if needed to prevent equipment interference.

Dissimilar metal insulating gaskets shall be placed between door handles and outer panels to prevent electrolytic reaction and protect painted surfaces. Latch and striker assemblies shall be designed to prevent doors from springing open under rough terrain. All compartment doors shall be equipped with locking D-ring latches.

#### FINISH AND PAINT

Exterior surfaces and door jambs shall be painted to match the body color and tone. Interior door surfaces shall remain unpainted and be finished with dual-orbital sanding for a clean, uniform appearance. All seams between the door skin and frame shall be caulked and painted to ensure a moisture-proof seal.

#### EDGE STRIPING

Each hinged compartment door shall include a minimum 1.5" reflective stripe along its edge. The stripe shall consist of alternating red and black reflective material.

### TOP DUNNAGE

#### SUCTION HOSE BOXES

- Two (2) suction hose compartments shall be installed above the side storage compartments, one on each side of the apparatus. Together, the compartments shall accommodate three (3) 8-foot sections of 4-inch hard suction hose and a strainer. Each compartment shall be capable of holding up to two (2) 8-foot hose sections if needed.
- Each compartment shall include a rear-facing, stainless steel painted hinged door with a locking positive-latch mechanism.

#### CENTER DUNNAGE

- One compartment shall be installed down the center of the hosebed, featuring a one-piece aluminum treadplate cover. Clear door opening dimensions shall be approximately 13" wide × 75" deep × 16" high.

### HOSEBED

#### HOSEBED CONSTRUCTION:

- The hosebed floor and side sheets shall be constructed of aluminum. It shall provide two separate hosebeds, one on the left and one on the right of the top-loaded center dunnage compartment, or one single hosebed if center dunnage box is deleted. The hosebed shall be free of sharp edges, bolts, or obstructions that could catch or damage hose or equipment.

#### HOSEBED DECK CONSTRUCTION:

- The hose bed compartment deck shall be constructed entirely from maintenance-free, extruded aluminum slats. The slats shall feature an anodized, contoured, ribbed top surface. The slats shall be of widths approximately 3/4" high x 4.5" wide and shall be welded into a one-piece grid system to prevent the accumulation of water and allow ventilation to assist in drying hose.

#### HOSEBED COVERS

- Two (2) separate hosebed covers shall be installed, constructed from 1/8-inch aluminum alloy diamond plate and reinforced with 1/8-inch aluminum alloy hat sections for walkable strength. Covers shall be hinged on the outboard side using full-length polished stainless steel hinges with a minimum 3/8-inch pin and 1-inch joint length, installed flush to avoid tripping hazards.
- Each cover shall include a full-length rear handrail, one (1) grab handle on top, and two (2) assist mechanisms for opening and closing. Covers shall also feature hold-open devices capable of withstanding strong winds to prevent accidental closure.
- Covers shall be sloped outward for water runoff and reinforced to safely support foot traffic.
- Each door shall be equipped with a door ajar sensor.

#### HOSEBED CENTER DIVIDER

- If apparatus has no center dunnage box, an adjustable width hose bed divider constructed from no less than .250 (1/4") aluminum material shall be installed. The divider shall be the center support for the hosebed doors and feature a top C channel with rubber material attached.

#### FILL TOWER ACCESS

- The front fill tower section of the hosebed shall be walled off and feature a lift up aluminum diamond plate door to access the fill towers.

#### HOSEBED LIGHTS

- (4) Tecniq E10 lights shall be provided and installed on hosebed door(s).

#### HOSEBED FLAP

Each hosebed cover shall include a black vinyl end skirt with nylon tie-down straps and quick-release buckles, minimum 2" in width. The skirts shall be weighted at the bottom with a full-width flat metal strip sewn into the hem. All components, including straps and buckles, shall be UV-resistant for durability in direct sunlight. The crosslay shall be covered by the same material and be of the same color.

#### HOSEBED OPTIONS

1

A hosebed divider shall be installed to separate and organize the hosebed storage area. Divider placement and size varies.

#### WHEEL WELL

## WHEEL WELL CONSTRUCTION

- The outer wheel well panels shall be constructed of galvanized steel, matching the gauge of the compartment body, and integrated into the overall body design. The exterior surface shall be painted to match the body.

## WHEEL WELL LINERS

- Removable UHMW wheel well liners shall be installed to protect the body from debris impact. Liners shall fully cover the inner wheel well area and be secured with stainless steel threaded fasteners.

## RUB RAILS

Extruded aluminum rub rails measuring 2" × 1.25" × 0.250" shall be installed along the lower body sides, fore and aft of the wheel wells. Rub rails shall include end caps or angled corners and be fitted with reflective striping.

## DRIP RAILS

All enclosed compartment doors shall be provided with an aluminum drip rail above the doors.

## GRAB HANDLES

Knurled, non-slip aluminum handrails shall be installed as follows: one (1) vertical 18", two (2) vertical 42", two (2) horizontal 12", two (2) horizontal 18", and one (1) horizontal 60". Handrails shall be securely mounted and positioned for safe and ergonomic access.

## MUD FLAPS

Mud flaps featuring the BME logo shall be provided and installed behind the rear wheels of the apparatus.

## BODY STEPS

6

The specified quantity of non-folding Cast Products 8" square cast aluminum auxiliary step shall be installed on the rear of the body to provide access to the top of the apparatus. Step placement shall be determined by BME for optimal spacing and usability.

## FRONT OVERLAY

The front of the body shall be covered in an aluminum diamond plate overlay.

## I-ZONE BRACKETS

2

Two (2) I-Zone hose brackets shall be provided on the rear of the apparatus body, rear-facing, one (1) on each side of the body. Approx length of the I-zone pole shall be 24".

## BODY

Two (2) black rubber fenderettes shall be installed above the rear wheels, one per side.

## **GRAB HANDLE/ HAND RAILS**

One (1) 18” knurled type non-slip handrail shall be vertically installed on the passenger side pump house.

Two (2) 42” knurled type non-slip handrails shall be vertically installed on the rear of the apparatus, one located on each side of the rear access doors near the center of the body.

Two (2) 12” knurled type non-slip handrails shall be horizontally installed; one on the center dunnage box at the upper rear of the body, and one on the driver’s side pump house.

Two (2) 18” knurled type non-slip handrails shall be horizontally installed on the rear hosebed doors.

One (1) 60” knurled type non-slip handrail shall be horizontally installed on the rear of the apparatus between the traffic advisor and the hosebed.

## **LIGHTING**

### **HEADLIGHT FLASHER**

The headlights shall be set to alternate flash (Wig-Wag).

The wig wag shall be triggered by the siren controller switch.

### **PUMP PANEL LIGHTS**

#### **PUMP PANEL AND ENCLOSURE LIGHTING**

The apparatus shall include LED lighting as follows:

- Driver’s Side Pump Panel: Three (3) LED lights mounted under a stainless-steel light shield. The two outer lights shall be controlled by a panel-mounted switch. The center light shall activate automatically upon pump engagement.
- Passenger Side Pump Panel: One (1) LED light mounted under a stainless-steel light shield, activated upon pump engagement.
- Pump Enclosure: Two (2) LED work lights with clear lenses shall be installed inside the pump enclosure. Lights shall be controlled by a dedicated switch.

### **SIREN CONTROLLER**

The apparatus will include a Whelen C399 and a Whelen Cencom Core CCTL6 200-watt amplifier control module installed in the console. A CEM16 WeCanX expansion module will be added as needed for auxiliary I/O. The system will be WeCanX-capable and feature a CCTL6 3-section control head with 8 push buttons, a 4-position slide switch, 7-position rotary knob, manual siren and air horn buttons, 3 traffic advisor controls, and a microphone with extension cable. A dedicated WeCanX CTA Traffic Advisor module will be integrated for rear directional lighting control if Traffic Advisor is included in build.

### **SIRENS**

One (1) Whelen SA315P 100-watt siren speaker will be installed in Zone A. The speaker features a black nylon composite housing and delivers up to 123 dB.

**LIGHTBAR TYPE**

The lightbar listed below shall be a standard BME configuration with no modifications.

**LIGHT BAR**

A Whelen Cenator 60" LED light bar will be installed on the cab roof at Zone A.

**WARNING LIGHTS, ZONE A** **2**

Whelen M6D lightheads shall be installed in the specified quantity at the Zone A Lower location.

**WARNING LIGHTS, ZONE A (LOWER), QTY**

QTY (2) two warning lights shall be installed on the front grille.

**WARNING LIGHTS, ZONE B**

All warning lights in this section shall be installed in the lower portion of Zone B and Zone D—one (1) on each side of the front bumper or front fender, and one (1) above each rear tire on the body, for a total of four (4) lights. All lightheads shall meet SAE Class 1 certification.

**WARNING LIGHTS, ZONE B/D (LOWER) CAB**

Two (2) warning lights shall be installed in Zone B/D (Lower) Cab. When a BME bumper is selected, the lights shall be mounted on either side of the bumper. When an OEM bumper is selected, the lights shall be mounted to the cab near or above the front wheel well.

**WARNING LIGHTS, ZONE B/D LOWER, CAB**

Whelen M6RC lightheads shall be installed in the specified quantity at the Zone B/D cab lower location. If BME front bumper is selected, lights shall be placed on sides of bumper. If OEM bumper is selected, lights shall be placed above front wheel well. Each light shall feature red LEDs and clear lenses.

**WARNING LIGHTS, ZONE B/D, BODY**

Two (2) warning lights shall be installed in Zone B/D (Lower) Body. The lights shall be placed above the rear wheel well. Final light placement is up to BME discretion.

**WARNING LIGHTS, ZONE B/D LOWER, BODY**

Whelen M6RC lighthoods shall be installed in the specified quantity at the Zone B/D body lower location above the rear wheel well. Each light shall feature red LEDs and clear lenses.

**WARNING LIGHTS, ZONE B/D UPPER**

All warning lights in this section shall be installed in the upper portion of Zone B and Zone D. When two (2) lights are selected, one shall be installed at the top rear of each zone. When upgraded to four (4) lights, an additional warning light shall be installed at the front of the body on each side, resulting in two lights per zone.

**WARNING LIGHTS, ZONE B/D UPPER** **2**

Whelen M6RC lighthoods shall be installed in the specified quantity at the Zone B/D Upper location (see above). Each light shall feature red LEDs and red lenses.

**WARNING LIGHTS, ZONE C**

All warning lights in this section shall be installed at the rear of the apparatus body in Zone C—two (2) mounted at the upper rear body on either side for a total of two (2) lights. All lights shall be SAE Class 1 certified and positioned for optimal rearward visibility.

**WARNING LIGHTS, ZONE C (UPPER)** **2**

Whelen M6K lighthoods shall be installed in the specified quantity at the Zone C (Upper) location.

**WARNING LIGHTS, TAIL-LIGHT CLUSTER**

The tail light clusters shall each consist of four (4) Whelen lights arranged vertically for a total of eight (8) lights. From top to bottom, the lights shall be: one (1) red brake light, one (1) amber turn signal, one (1) white reverse light, and one (1) warning light. Final light model choice is left up to BME discretion.

**TAIL LIGHT CLUSTER LENS**

The lens color of the tail light cluster shall be clear where available.

**TRAFFIC ADVISOR**

Whelen TAM65 Traffic Advisor shall be installed at the Zone C location (see above). The unit shall be 36" in length and feature six (6) amber Super-LED modules with directional arrow patterns.

**SCENE LIGHT, ZONE A**

One (1) 30" Whelen Pioneer Summit 30" lightbar with black housing will be provided and installed in the Zone A (lower) section.

**SCENE LIGHTS, ZONE B/D**

Whelen PCPSM1 Pioneer SlimLine scene lights shall be installed in the specified quantity at the Zone B/D location. Each light shall provide high-intensity white illumination for side scene lighting.

### **SCENE LIGHTS, ZONE C**

Whelen PCPSM1 Pioneer SlimLine scene lights shall be installed in the specified quantity at the Zone C location. Each light shall provide high-intensity white illumination for side scene lighting.

### **UNDERBODY LIGHTING**

**8**

A total of eight (8) Tecniq E10 LED ground lights will be installed as follows: two under the front bumper, four beneath the cab doors, and two under the rear step area. On larger trucks, the pump panel will have two additional lights under the pumphouse running boards.

## **LOOSE GOODS**

### **SHIP LOOSE**

The customer has custom selected loose goods to be included upon delivery of the truck. Some options are non-removable, and are provided by BME at no extra charge. All selected components are listed below.

### **FIRE EXTINGUISHER**

One (1) 5 lb. ABC dry chemical fire extinguisher with mounting bracket shall be provided on the apparatus, shipped loose. The extinguisher shall include a pressure gauge and be filled with a dry chemical extinguishing agent.

### **TRIANGULAR REFLECTOR SET**

A set of three (3) triangular reflectors shall be provided, shipped loose.

### **LUG WRENCH**

There shall be one (1) lug wrench and (1) breaker bar provided and shipped loose with the completed apparatus.

### **TIRE PRESSURE MONITORS**

There shall be a tire pressure indicator at each tire's valve stem on the vehicle that shall indicate if there is insufficient pressure in the specific tire.

### **CHOCKS**

**2**

Two (2) Worden Safety Products aluminum wheel chocks, 8" x 7" x 11.8" with handle, shall be provided and shipped loose with the apparatus.

## **BOTTLE JACK**

One (1) hydraulic jack shall be provided with a lifting capacity of twelve (12) tons.

## **BOOSTER HOSE**

The specified 50-foot length of 1" diameter fabric booster hose shall be provided, with fittings to match previously specified connections. Hose shall be shipped loose unless indicated otherwise.

## **HOSE COLOR**

The hose color shall be red.

## **LADDERS**

One (1) Duo-Safety, 20 foot, three-section aluminum extension ladder shall be provided on the apparatus. The ladder shall meet or exceed latest NFPA standards.

## **DELIVERY DESTINATION**

The finished apparatus shall be delivered to 14223 Interdrive W, Houston, TX.

## **MANUALS**

### **APPARATUS OPERATION MANUAL(S)**

BME Fire Trucks, LLC. shall provide two (2) electronic apparatus operational manuals on a USB thumb drive, and two (2) printed apparatus operational manuals.

## **REQUIRED TESTS**

### **DETERMINATION OF APPARATUS WEIGHT**

BME Fire Trucks, LLC. shall submit estimated "in-service" weight analysis required by applicable NFPA standards. This Excel computer weight analysis shall break down all major components of the apparatus and shall show the impact on percentage-of-load on the front and rear axles, total weight, and weight on each tire set.

The analysis shall evenly distribute the NFPA required minimum payload allowance or estimated equipment payload as provided by the purchaser into the specified compartments. The allowance for personnel, hose loads, water and foam fluids, and required NFPA equipment shall be outlined individually in the analysis and placed on the apparatus in its specific intended position.

### **CENTER-OF-GRAVITY ANALYSIS**

BME Fire Trucks, LLC. shall perform an estimated center of gravity calculation as required by the applicable section of NFPA standards. This calculation shall include tilt angles, the estimated right to left load distribution, and load on each axle, including all specified major components.



## LOW VOLTAGE TEST REQUIRMENTS

The fire apparatus low voltage electrical system shall be tested as required by this section and the test results shall be certified by the apparatus manufacturer. The certification shall be delivered to the purchaser with the documentation for the completed apparatus. The tests shall be performed when the air temperature is between 0 degrees Fahrenheit and 110 degrees Fahrenheit.

## TEST SEQUENCE

The three tests defined below shall be performed in the order in which they appear. Before each test, the chassis batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. The failure of any of these tests shall require a repeat of the test sequence.

### RESERVE CAPACITY TEST

The chassis engine shall be started and kept running until the chassis engine and engine compartment temperatures are stabilized at normal operating temperatures and the chassis battery system is fully charged. The chassis engine shall be shut off and the minimum continuous electrical load shall be applied for 10 minutes. All electrical loads shall be turned off prior to attempting to restart the chassis engine. The chassis battery system shall then be capable of restarting the chassis engine. The failure to restart the chassis engine shall be considered a failure of this test.

### ALTERNATOR PERFORMANCE TEST AT IDLE

The minimum continuous electrical load shall be applied with the chassis engine running at idle speed. The chassis engine temperature shall be stabilized at normal operating temperature. The chassis battery system shall be tested to detect the presence of a chassis battery current discharge. The detection of chassis battery current discharge shall be considered a failure of this test.

### ALTERNATOR PERFORMANCE TEST AT FULL LOAD

The total continuous electrical load shall be applied with the chassis engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of two hours. The activation of the electrical system load management system shall be permitted during this test. The activation of an alarm due to excessive chassis battery discharge, as detected by the system required by NFPA (current edition), or an electrical system voltage of less than 11.8 volts direct current for a 12-volt direct current nominal system, for more than 120 seconds, shall be considered a failure of this test.

### LOW VOLTAGE ALARM TEST

Following the completion of the tests described above, the chassis engine shall be turned off. With the

chassis engine turned off, the total continuous electrical load shall be applied and shall continue to be applied until the excessive battery discharge alarm activates. The chassis battery voltage shall be measured at the battery terminals.

The test shall be considered to be a failure if the low voltage alarm has not yet sounded 140 seconds after the voltage drops to 11.70 volts direct current for a 12-volt direct current nominal system. The chassis battery system shall then be able to restart the chassis engine. The failure of the chassis battery system to restart the chassis engine shall be considered a failure of this test.

The completed fire apparatus shall undergo a complete 12-volt electrical load and performance testing per applicable sections of NFPA standards with inspection and test sheets included in delivery documentation.

## DOCUMENTATION

The apparatus manufacturer shall provide the results of the low-voltage electrical system performance test, certified in writing, with the documentation provided to the purchaser at the time of delivery of the completed apparatus.

The test results shall consist of the following documents:

(1) Documentation of the electrical system performance tests.

(2) A written electrical load analysis, including the following:

- (a) The nameplate rating of the alternator.
- (b) The alternator rating under the conditions specified in NFPA 1906 (current edition).
- (c) Each of the component loads specified that make up the minimum continuous electrical load.
- (d) Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
- (e) Each individual intermittent electrical load.

## TEST RESULTS

BME Fire Trucks LLC. shall provide results of the apparatus testing and shall certify the following:

- The weight of the completed apparatus, when loaded to its estimated in service weight, does not exceed the GVWR and GAWR of the chassis.
- The complete unit, when loaded to its estimated in-service weight, meets the weight distribution and vehicle stability requirements, as defined in the current NFPA guidelines.
- The unit meets all required federal standards pertaining to the manufacturer and completion of the apparatus and a label tag has been affixed to the apparatus by the manufacturer stating same.
- BME Fire Trucks LLC. shall provide all testing results, including engine, speed, acceleration, road ability, braking, and auxiliary braking to the Purchaser at the time of delivery.

## WARRANTIES

## WARRANTY STATEMENT

### General Warranty Provisions

BME Fire Trucks, LLC warrants that all materials, equipment, and workmanship furnished on the apparatus shall be free from defects for a period of one (1) year from the date of customer acceptance, unless otherwise noted. This warranty excludes normal maintenance services or adjustments.

Under this warranty, BME Fire Trucks, LLC will be responsible for the cost of repairs caused by defective materials or workmanship during the warranty period.

This warranty does not apply to:

Component parts or trade accessories such as chassis, engines, tires, pumps, valves, signaling devices, batteries, light bulbs, alternators, and similar installed equipment, as they are typically covered by their own manufacturer's warranties or are subject to normal wear.

Failures resulting from misuse, negligence, accidents, or operation beyond the intended use or manufacturer recommendations.

Apparatus modified or repaired without written consent or outside of an authorized BME service facility, in a way that affects stability or performance.

Costs related to delivery of the apparatus to or from the repair site.

Loss of time, loss of use, or any incidental expenses.

### Disclaimer

NO WARRANTIES ARE GIVEN BEYOND THOSE DESCRIBED HEREIN. This warranty is in lieu of all other warranties, express or implied. BME specifically disclaims warranties of merchantability and fitness for a particular purpose. BME shall not be liable for incidental or consequential damages. No person is authorized to modify or extend this warranty unless in writing by BME Fire Trucks, LLC.

### Obtaining Warranty Service

To obtain service under this warranty:

- Return the apparatus to an authorized BME Fire Trucks, LLC service center, or
- Contact BME Fire Trucks, LLC directly for service approval.

BME Fire Trucks, LLC will determine the extent of warranty repair required. Transportation costs are the responsibility of the purchaser.

## PRODUCT-SPECIFIC WARRANTIES

### Material and Workmanship

- All supplied equipment shall be new, current production, and meet these specifications and applicable NFPA standards. Workmanship shall be of the highest quality to ensure durability, function, and appearance. The apparatus shall be designed to properly distribute weight across all axles and safely carry the rated payload.

### Body and Structural Warranty

- BME Fire Trucks, LLC shall warrant each apparatus body against structural defects in materials, design, or workmanship for ten (10) years from the date of acceptance. This warranty includes parts and labor.

### Exclusions:

- Normal maintenance services or adjustments.
- Modifications or repairs made without written approval or outside of BME's factory/authorized facilities

that affect performance.

- Misuse, negligence, overloading, or operation beyond rated speed/load.
- Trade accessories (generators, signaling devices, etc.) covered by their own manufacturers.
- Shipping costs associated with repair or replacement.

#### Darley Fire Pump Warranty

- A three (3) year manufacturer's warranty shall be provided for the Darley fire pump. Full details are included in the apparatus documentation.

#### Plumbing Warranty

- The stainless-steel fire pump plumbing shall carry a ten (10) year parts and labor warranty against workmanship defects and perforation due to corrosion.

#### Akron Valve Warranty

- Akron valves shall carry a ten (10) year manufacturer's parts and labor warranty. Warranty documentation will be provided upon delivery.

#### Foam Tank Warranty

- The foam tank shall carry a lifetime warranty against defects in workmanship and perforation corrosion.

Warranty includes:

- Cost of repair or replacement due to defective materials or workmanship.
- Reasonable costs to remove and reinstall the foam tank.
- Excludes downtime or loss-of-service costs.

#### Water Tank Warranty

- The polypropylene water tank shall carry a lifetime warranty from the manufacturer, beginning on the date the apparatus is placed in service. Warranty coverage shall include:
  - Full repair or replacement of the tank due to defects in materials or workmanship.
  - Reasonable costs for removal of the tank from the apparatus and reinstallation after repair or replacement.
  - Coverage of welding, materials, and construction methods used in the tank's manufacture.
- The warranty shall not cover downtime of the apparatus, loss of service, or incidental costs unrelated to the tank itself.

#### Paint Warranty

See paint section.

#### Chassis Warranty

- The apparatus chassis shall be covered under the OEM chassis manufacturer's warranty. Full terms will be provided in the final delivery documentation.

# ATTACHMENT A

## TEXAS A&M FOREST SERVICE

### TERMS AND CONDITIONS

#### 1. BIDDING REQUIREMENTS

- 1.1 Bidders must comply with all rules, regulations and statutes relating to purchasing in the State of Texas in addition to the requirements of this form.
- 1.2 Bidders must price per unit shown. Unit prices shall govern in the event of extension errors.
- 1.3 Bids should be submitted on this form. Any alternations to the original format and content of this form will result in the disqualification of bid.
- 1.4 Late and/or unsigned bids will not be considered under any circumstances. Person signing bid must have the authority to bind the firm in a contract.
- 1.5 Quote F.O.B. destination, freight prepaid and allowed unless otherwise stated within the specifications.
- 1.6 Bid prices are requested to be firm for TFS acceptance for 60 days from opening date. Cash discounts are not considered in determining an award. Cash discounts offered will be taken if earned.
- 1.7 Bids should give Payee ID Number, full firm name and address of bidder on the face of this form. Enter in the space provided, if not shown. The Payee ID Number is the taxpayer number assigned and used by the Comptroller of Public Accounts of Texas.
- 1.8 Bid cannot be altered or amended after opening time. Any alterations made before opening time should be initiated by bidder or his authorized agent. No bid can be withdrawn after opening time without approval by TFS Purchasing Office based on a written acceptable reason.
- 1.9 Purchases made for TFS are exempt from the State Sales tax and Federal Excise tax. Do not include tax in quotation. Excise Tax Exemption Certificate will be furnished by TFS upon request.
- 1.10 TFS reserves the right to accept or reject all or any part of any bid, waive minor technicalities and award the bid to best serve the interests of the TFS.
- 1.11 The telephone number for FAX submission of bid is (979) 458-7387. This is the only number that will be used for the receipt of bids. TFS shall not be responsible for failure of electronic equipment or operator error. Late, illegible, incomplete, or otherwise non-responsive bids will not be considered.

#### 2. SPECIFICATIONS

- 2.1 Catalogs, brand names or manufacture's references are descriptive only, and indicate type and quality desired. Bids on brands of like nature and quality will be considered, unless advertised as a Proprietary Purchase in accordance with TAMU Procurement Code Section 1 (b) and TFS Purchasing Procedures, Section 4.13. If bidding on other than references, bid should show manufacturer, brand or trade name, and other description of product offered. If other than brand(s) specified is offered, illustrations and complete description of product offered is requested to be made part of the bid. Failure to take exception to specifications/reference data will require bidder to furnish specified brand names, numbers, etc.
- 2.2 Unless otherwise specified, items shall be new and unused and of current production.
- 2.3 All electrical items must meet all applicable OSHA standards and regulations, and bear the appropriate listing from UL, FMRC or NEMA.
- 2.4 Samples, when requested, must be furnished free of expense to TFS. If not destroyed in examination, they will be returned to the bidder, upon request, at bidder's expense. Each sample should be marked with bidder's name and address, and Purchase Order number. Do not enclose in or attach bid to sample.
- 2.5 TFS will not be bound by any oral statement or representation contrary to the written specifications of this Invitation For Bid (IFB).
- 2.6 Manufacturer's standard warranty shall apply unless otherwise stated in the IFB.
3. **TIE BIDS**  
Awards will be made in accordance with TAC Rule 20.36 (b) (3) and 20.38 (preferences).
4. **DELIVERY**
  - 4.1 Show number of days required to place material in receiving agency's designated location under normal conditions. Delivery days mean calendar days, unless otherwise specified. Failure to state delivery time obligates bidder to deliver in 14 calendar days. Unrealistic delivery promises may cause bid to be disregarded.
  - 4.2 If delay is foreseen, vendor shall give written notice to TFS. Vendor must keep TFS advised at all times of order status. Default of promised delivery (without accepted reasons) or failure to meet specifications authorizes TFS to purchase supplies elsewhere and charge full increase, if any, in cost and handling to defaulting vendor.
  - 4.3 No substitutions permitted without TFS written approval.
  - 4.4 Delivery shall be made during normal working hours only, unless prior approval has been obtained from TFS.
  - 4.5 Each shipment must be accompanied by a packing slip which shows the TFS Purchase Order number and the description, quantity shipped and any back-ordered quantity for each item shipped. Each package must be clearly marked with the destination address and TFS Purchase Order number.
5. **INSPECTION AND TESTS**  
All goods will be subject to inspection and test by TFS. Authorized TFS personnel shall have access to any supplier's place of business for the purpose of inspecting merchandise. Tests shall be performed on samples submitted with the bid or on samples taken from regular shipment. All costs shall be borne by the vendor in the event products tested fail to meet or exceed all conditions

and requirements of the specification. Goods delivered and rejected in whole or in part may, at the TFS' option, will be returned to the vendor or held for disposition at vendor's expense. Latent defects may result in revocation of acceptance.

#### 6. AWARD OF CONTRACT AND FORCE MAJURE

A response to this IFB is an offer to contract based upon the terms, conditions and specifications contained herein. Bids do not become contracts until they are accepted through a TFS purchase order. The contract shall be governed, construed and interpreted under the laws of the State of Texas, and as same may be amended. Any legal actions must be filed in Brazos County, Texas. The TFS may grant relief from performance of the contract if the vendor is prevented from compliance and performance by the act of war, order of legal authority, act of God, or other unavoidable causes not attributed to the fault or negligence of the contractor. To obtain release on Force Majure, the vendor must file a written request to the TFS.

#### 7. PAYMENT

Vendor shall submit one (1) copy of an itemized invoice showing TFS Purchase Order number. TFS will incur no penalty for late payment if made in 30 or fewer days from receipt of goods or services and an uncontested invoice.

**TFS will not be liable for payment of invoices received six (6) or more months after receipt of goods/services. PATENTS OR COPYRIGHTS**

Vendor agrees to protect the TFS from claims involving infringement of patents or copyrights.

#### 9. VENDOR ASSIGNMENTS

Vendor hereby assigns to TFS any and all claims for overcharges associated with this contract arising under the antitrust laws of the United States 15 U.S.C.A. Section 1, et seq. (1973), and the antitrust laws of the State of Texas, TEX. Bus. & Comm. Code Ann. Sec. 15.01, et seq. (1967). Inquiries pertaining to quotation must give the quotation number and opening date.

#### 10. BIDDER AFFIRMATION

Signing this bid with a false statement is a material breach of contract and shall void the submitted bid or any resulting contracts, and the bidder shall be removed from all bid lists. By signature hereon affixed, the bidder hereby certifies that:

- 10.1 The bidder has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted quotation.
- 10.2 The bidder is not currently delinquent in the payment of any franchise tax owed the State of Texas.
- 10.3 Neither the bidder nor the firm, corporation, partnership or institution represented by the bidder, or anyone acting for such firm, corporation or institution has violated the antitrust laws of this State, or the Federal Antitrust Laws, (see Section 9 above) nor communicated directly or indirectly the bid made to any competitor or any other person engaged in such line of business.
- 10.4 Pursuant to Section 2155.004(a) Government Code the bidder has not received compensation for participation in the preparation of the specification for this IFB.
- 10.5 Pursuant to Section 231.006 (d), Family Code, re: child support, the bidder certifies that the individual or business entity named in this bid is not ineligible to receive the specified payment and acknowledges that this contract may be terminated and payment may be withheld if this certification is inaccurate.
- 10.6 Pursuant to Section 2155.004(b) Government Code the bidder certifies that the individual or business entity name in this bid is not ineligible to receive the specified payment and acknowledges that this contract may be terminated and/or payment withheld if this certification is inaccurate.
- 10.7 The Contractor shall defend, indemnify, and hold harmless the State of Texas, all of its officers, agents and employees from and against all claims, actions, suits, demands, proceedings, costs, damages, and liabilities, arising out of, connected with, or resulting from any acts or omissions of contractor or any agent, employee, subcontractor, or supplier of contractor in the execution of performance of this contract.
- 10.8 Bidder agrees that any payment due under this contract will be applied towards eliminating any debt or delinquency, regardless of when it arises, including but not limited to delinquent taxes and child support that is owed to the State of Texas.
- 10.9 Bidder certifies that they are in compliance with section 669.003 of the Government Code, relating to contracting with executive head of a State agency. If section 669.003 applies, bidder will complete the following information in order for the bid to be evaluated:  
Name of Former Executive: \_\_\_\_\_  
Name of State Agency: \_\_\_\_\_  
Date of Separation from State Agency: \_\_\_\_\_  
Position with Bidder: \_\_\_\_\_  
Date of Employment with Bidder: \_\_\_\_\_
- 10.10 Bidder agrees to comply with Government Code 2155.4441, pertaining to service contract use of products in the State of Texas.
- 10.11 Contractor understands that acceptance of funds under this contract acts as acceptance of the authority of the State Auditor's Office, or any successor agency, to conduct an audit or investigation in connection with those

funds. Contractor further agrees to cooperate fully with the State Auditor's Office or its successor in the conduct of the audit or investigation, including providing all records requested. Contractor will ensure that this clause concerning the authority to audit funds received indirectly by subcontractors through Contractor and the requirement to cooperate is included in any subcontract it awards.

#### 11. BUSINESS OWNERSHIP

Pursuant to Section 231.006 (c), Family Code, quotation must include name and Social Security Number of each person with at least 25% ownership of the business entity submitting the quotation. Bidders that have pre-registered this information on the TPASS Centralized Master Bidders List have satisfied the requirement. If not pre-registered, attach name & social security number for each person. Otherwise, information must be provided prior to award.

#### 12. NOTE TO BIDDER

Any terms and conditions attached to a bid will not be considered. Such terms and conditions may result in disqualification of the bid.

#### 13. ALTERNATIVE DISPUTE RESOLUTION

The dispute resolution process provided for in Chapter 2260 of the Texas Government Code shall be used, as further described herein, by Texas A&M Forest Service and the Contractor to attempt to resolve any claim for breach of contract made by the contractor:

(a) A contractor's claim for breach of this contract that the parties cannot resolve in the ordinary course of business shall be submitted to the negotiation process provided in Chapter 2260, subchapter B, of the Texas Government Code. To initiate the process, the contractor shall submit written notice, as required by subchapter B, to Travis Zamzow, Associate Director for Finance and Administration. Said notice shall specifically state the provisions of Chapter 2260, subchapter B, are being invoked. A copy of the notice shall be given to all other representatives of Texas A&M Forest Service and the contractor otherwise entitled to notice under the parties' contract. Compliance by the contractor with subchapter B is a condition precedent to the filing of a contested case proceeding under Chapter 2260, subchapter C, Texas Gov't Code.

(b) The contested case process provided in Chapter 2260, subchapter C, of the Texas Government Code is the contractor's sole and exclusive process for seeking a remedy for any and all alleged breaches of contract by Texas A&M Forest Service, if the parties are unable to resolve their disputes under this subparagraph (A).

(c) Compliance with the contested case process provided in subchapter C is a condition precedent to seeking consent to sue from the Legislature under Chapter 107 of the Civil Practices and Remedies Code. Neither the execution of this contract by Texas A&M Forest Service nor any other conduct of any representative of Texas A&M Forest Service relating to the contract shall be considered a waiver of sovereign immunity to suit.

(1) The submission, processing, and resolution of the contractor's claim is governed by the published rules adopted by the Office of the Attorney General of the State of Texas pursuant to Chapter 2260, as currently effective, hereafter enacted or subsequently amended. These rules are found under Title 1, Part 3, Chapter 68 of the TAC.

(2) Neither the occurrence of an event nor the pendency of a claim constitutes grounds for the suspension of performance by the contractor, in whole or in part.

(3) The designated individual responsible on behalf of Texas A&M Forest Service for examining any claim or counterclaim and conducting any negotiations related thereto as required under Title 10, Subchapter B, Section 2260.052 of the Texas Government Code shall be Travis Zamzow, Associate Director for Finance and Administration (979) 458-7300.

#### 14. PUBLIC DISCLOSURE

(a) Bidder acknowledges that Texas A&M Forest Service is obligated to strictly comply with the Public Information Act, Chapter 552, *Texas Government Code*, in responding to any request for public information pertaining to this Agreement, as well as any other disclosure of information required by applicable Texas law.

(b) Upon Texas A&M Forest Service's written request, bidder will provide specified public information exchanged or created under this Agreement that is not otherwise excepted from disclosure under chapter 552, Texas Government Code, to Texas A&M Forest Service in a non-proprietary format acceptable to Texas A&M Forest Service. As used in this provision, "public information" has the meaning assigned Section 552.002, *Texas Government Code*, but only includes information to which Texas A&M Forest Service has a right of access.

(c) Bidder acknowledges that Texas A&M Forest Service may be required to post a copy of the fully executed Agreement on its internet website in compliance with Section 2261.253(a)(1), *Texas Government Code*.

#### 15. REHAB ACT, VEVRRA, SECTION 503

This contractor and subcontractor shall abide by the requirements of 41 CFR §§ 60-1.4(a), 60-300.5(a) and 60-741.5(a). These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities, and prohibit discrimination against all individuals based on their race, color, religion, sex, or national origin. Moreover, these regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, national origin, protected veteran status or disability.

**ATTACHMENT A  
TEXAS A&M FOREST SERVICE  
TERMS AND CONDITIONS**

16. **Conflict of Interest.** By executing this Agreement, Contractor and each person signing on behalf of Contractor certifies, and in the case of a sole proprietorship, partnership or corporation, each party thereto certifies as to its own organization, that to the best of their knowledge and belief, no member of The A&M System or The A&M System Board of Regents, nor any employee, or person, whose salary is payable in whole or in part by The A&M System, has direct or indirect financial interest in the award of this Agreement, or in the services to which this Agreement relates, or in any of the profits, real or potential, thereof.
17. **Prohibition on Contracts with Companies Boycotting Israel.** Prohibition on Contracts with Companies Boycotting Israel. To the extent that Texas Government Code, Chapter 2270 applies to this Agreement, PROVIDER certifies that (a) it does not currently boycott Israel; and (b) it will not boycott Israel during the term of this Agreement. PROVIDER acknowledges this Agreement may be terminated and payment withheld if this certification is inaccurate.
18. **Certification Regarding Business with Certain Countries and Organizations.** Pursuant to Subchapter F, Chapter 2252, Texas Government Code, Contractor certifies it is not engaged in business with Iran, Sudan, or a foreign terrorist organization. Contractor acknowledges this Agreement may be terminated if this certification is inaccurate.
19. **Prohibition on Contracts Related to Persons Involved in Human Trafficking.** Under Section 2155.0061, Government Code, the Contractor certifies that the individual or business entity named in this Agreement is not ineligible to receive the specified contract and acknowledges that this contract may be terminated and payment withheld if this certification is inaccurate.